



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, February 27, 2013
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

- 1. CALL TO ORDER - Daryl Halls, Chair
2. APPROVAL OF AGENDA
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)
4. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:35 -1:40 p.m.)
5. CONSENT CALENDAR
Recommendation: Approve the following consent items in one motion. (1:40 - 1:45 p.m.)
A. Minutes of the TAC Meeting of January 30, 2013 - Johanna Masielat
Recommendation: Approve TAC Meeting Minutes of January 30, 2013. Pg. 5
B. SolanoExpress Intercity Transit Consortium 2013 Work Plan - Liz Niedziela
Recommendation: Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2013 Work Plan as shown on Attachment B. Pg. 11

TAC MEMBERS

Table with 8 columns: Name, City/County, Name, City/County, Name, City/County, Name, City/County, Name, City/County. Members include Melissa Morton (Benicia), Joe Leach (Dixon), George Hicks (Fairfield), Dave Melilli (Rio Vista), Dan Kasperson (Suisun City), Shawn Cunningham (Vacaville), David Kleinschmidt (Vallejo), and Matt Tuggle (Solano).

**C. Interim Intercity Bus Replacement Funding Plan**

Nancy Whelan

Recommendation:

Forward a recommendation to the STA Board to approve the interim Intercity Bus Replacement Funding Plan as follows:

1. The cost sharing and funding plan for 28 intercity bus replacement over the next 10 years using the formula from the Intercity Transit Funding Agreement as shown in Attachment A;
2. The STA commit to providing 20% of the funding plan over the next 10 years;
3. Request MTC fund 20% of the Intercity Bus Replacement Funding Plan as specified in Attachment A;
4. The other members of the Intercity Transit Funding Group support providing the remaining 60% of the funding plan as specified in Attachment A; and
5. Request that MTC release reserved FY 2014 Section 5307 funds for the Fairfield, Vacaville, and Vallejo urbanized areas based on the interim cost sharing and funding plan.

**Pg. 17**

**D. Solano County Transit (SolTrans) Amended Fiscal Year (FY) 2012-13 Transportation Development Act (TDA)**

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to approve the SolTrans Amended FY 2012-13 TDA Claim for \$594,200 for capital projects.

**Pg. 21**

**E. Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds**

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. \$220,000 from FY 2013-14 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$75,000.

**Pg. 25**

**6. ACTION FINANCIAL ITEMS**

**A. Allocation of OneBayArea Grant (OBAG) Project Funding**

Sam Shelton

Recommendation:

Forward a recommendation to the STA Board to approve the STA OneBayArea Grant (OBAG) Funding Strategy as shown in Attachment F.

(1:45 – 2:00 p.m.)

**Pg. 27**

**B. Priority Development Area (PDA) Planning Program** Robert Guerrero  
Recommendation:  
Forward a recommendation to the STA Board to approve PDA Planning Fund allocations as specified in Attachment C.  
(2:00 – 2:20 p.m.)  
**Pg. 39**

**C. Solano County Priority Conservation Area (PCA) Update** Robert Guerrero  
Recommendation:  
Forward a recommendation to the STA Board to approve the following project and plan for PCA fund allocation:  
1. \$1.175 million for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project; and  
2. \$75,000 for a Solano PCA Assessment Plan.  
(2:20 – 2:30 p.m.)  
**Pg. 47**

**7. ACTION NON FINANCIAL ITEMS**

**A. Solano Comprehensive Transportation Plan (CTP) Past Activities Chapter** Robert Macaulay  
Recommendation:  
Forward a recommendation to the STA Board to approve the Solano CTP Past Activities Chapter as shown in Attachment A.  
(2:30 – 2:35 p.m.)  
**Pg. 55**

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Discussion of Agenda Topics for STA Board Retreat/Workshop** Daryl Halls  
(2:35 – 2:40 p.m.)  
**Pg. 73**

**B. Legislative Update** Jayne Bauer  
(2:40 – 2:45 p.m.)  
**Pg. 81**

**C. Project Delivery Update and 2013 TIP Development** Jessica McCabe  
(2:45 – 2:55 p.m.)  
**Pg. 101**

**D. Members Contributions Indexing Policy and Methodology** Susan Furtado  
(2:55 – 3:00 p.m.)  
**Pg. 107**

**NO DISCUSSION NECESSARY**

**E. Funding Opportunities Summary** Sara Woo  
**Pg. 119**

- |  |                  |
|--|------------------|
| <b>F. STA Board Meeting Highlights of February 13, 2013<br/>Pg. 125</b>                            | Johanna Masiclat |
| <b>G. Draft Meeting Minutes of STA Advisory Committees<br/>Pg. 131</b>                             | Johanna Masiclat |
| <b>H. STA Board and Advisory Committee Meeting Schedule<br/>for Calendar Year 2013<br/>Pg. 139</b> | Johanna Masiclat |

**9. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 27, 2013.**



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**January 30, 2013**

**I. CALL TO ORDER**

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**TAC Members Present:**

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Kevin Moirano	City of Suisun City
Shawn Cunningham	City of Vacaville
David Kleinschmidt	City of Vallejo
Matt Tuggle	Solano County

**TAC Members Absent:** Melissa Morton City of Benicia

**STA Staff Present:** *(In Alphabetical Order by Last Name)*

Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Johanna Masielat	STA
Jessica McCabe	STA
Sofia Recalde	STA
Sam Shelton	STA
Sara Woo	STA

**Others Present:** *(In Alphabetical Order by Last Name)*

Nick Burton	Solano County
John Degele	City of Suisun City
Amanda Dum	City of Suisun City

## II. APPROVAL OF THE AGENDA

On a motion by Dave Melilli, and a second by David Kleinschmidt, the STA TAC approved the agenda to include the following amendments made by the Consortium at their January 29, 2013 meeting:

1. Agenda Item V.B, FTA Non-Urbanized Area Program (FTA) Section 5311) and Funding Opportunities to read as follows:

Recommendation:

Forward a recommendation to the STA Board to approve the *following:*

1. Federal Section 5311 Allocation for ~~Solano County for FY 2012-13~~ *the City of Dixon for \$130,000 and the City of Rio Vista for \$93,450* as specified in ~~Attachment A;~~ *and*
2. *STA will come back at a future meeting of the Consortium with a recommendation to allocate the remaining balance of 5311.*

2. Agenda Item V.C, Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses for Route 90

Recommendation:

Forward a recommendation to the STA Board supporting the allocation of \$2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of \$581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress ~~Route 90~~ *and defer the decision of where the buses will be assigned to Intercity Funding Working Group scheduled to meet on February 6, 2013.*

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

## IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

None presented.

## V. CONSENT CALENDAR

On a motion by David Kleinschmidt, and a second by Dave Melilli, the STA TAC approved Consent Calendar Item A through C as amended shown below in ~~striketrough~~ *bold italics*.

### A. **Minutes of the TAC Meeting of January 2, 2013**

Recommendation:

Approve TAC Meeting Minutes of January, 2013.

### B. **Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) and Funding Opportunities**

Recommendation:

Forward a recommendation to the STA Board to approve the *following:*

1. Federal Section 5311 Allocation for ~~Solano County for FY 2012-13~~ *the City of Dixon for \$130,000 and the City of Rio Vista for \$93,450* as specified in ~~Attachment A;~~ *and*
2. *STA will come back at a future meeting of the Consortium with a recommendation to allocate the remaining balance of 5311.*

C. **Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses for Route 90**

Recommendation:

Forward a recommendation to the STA Board supporting the allocation of \$2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of \$581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress ~~Route 90~~ ***and defer the decision of where the buses will be assigned to Intercity Funding Working Group scheduled to meet on February 6, 2013.***

VI. ACTION NON-FINANCIAL ITEMS

A. **OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility**

Sam Shelton reviewed the revised Draft OBAG Assessment Project List (dated January 17, 2013) and Development Schedule.

Based on input, several TAC members asked STA staff for technical corrections discussed since the last TAC meeting, which include the following changes:

- Suisun/Fairfield Train Station Improvements
  - Housing Share changed from No to Yes
- Intercity Service, for Non-Ambulatory Riders and Mobility Programs
  - Local Match from No to Yes
- Suisun City Lotz Way Improvements
  - MTC RTP Goals from 0 to 6
  - STA CTP Goals from 0 to 9
- Suisun City Railroad Avenue Extension Project
  - Housing Share from No to Yes
  - Local Match from No to Yes
- Rio Vista Waterfront Promenade Phase 2
  - Local Match from No to Yes

After further discussion, TAC members took action on merit-based criteria result changes for each project separately as follows:

- ***Vacaville Mason Street at Depot Street Road Diet***
  - ***Employment Center from No to Yes***

On a motion by Dave Melilli, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

- ***Suisun City Railroad Avenue Extension project***
  - ***Benefit to number of residents from low to medium***

On a motion by David Kleinschmidt, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

- ***Benicia First Street Pedestrian Improvements***
  - ***Benefit to number of residents from low to medium***

On a motion by David Kleinschmidt, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

Recommendation:

Forward a recommendation to the STA Board to approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results as shown in Attachment E.

By consensus, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*.

**B. Solano Comprehensive Transportation Plan (CTP) Next Steps and TAC Appointments to Three (3) CTP Committees**

Robert Guerrero provided a summary of the STA's CTP status and explained that TAC appointments are requested for the Arterial, Highways and Freeways Policy Committee and the Alternative Modes Policy Committee.

At their January 29, 2012 meeting, the Consortium appointed Brian McLean to participate on the Transit Committee.

After discussion, the STA TAC made the following appointments:

1. Jim Degele from Rio Vista was appointed to participate on the Alternative Modes Committee.
2. Matt Tuggle and Shawn Cunningham were appointed to represent the TAC on the Arterials, Highways and Freeways Committee.

Recommendation:

Appoint TAC representatives to the 3 CTP Advisory Committees.

On a motion by Dave Melilli, and a second by David Kleinschmidt, the STA TAC approved the appointments as listed above.

**C. Legislative Update**

Jayne Bauer noted that Senate Constitutional Amendments (SCA) 4 (Authored by Senator Liu) and SCA 8 (Authored by Senator Corbett) are identical measures that are aimed at lowering the voter threshold from 66% to 55% for local transportation sales tax measures. She recommended taking the following support of SCA 4 (Liu) and SCA 8 (Corbett).

Recommendation:

Forward a recommendation to the STA Board to take the following positions on legislative bills:

1. SCA 4 (Liu) – Support
2. SCA 8 (Corbett) – Support

On a motion by Joe Leach, and a second by David Kleinschmidt, the STA TAC unanimously approved the recommendation.

**D. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Priority Projects Review**

Sara Woo reviewed and listed the bicycle and pedestrian priority projects submitted for OBAG funding consideration.

Based on input, approved the recommendation to forward the priority bicycle and projects to update the Tier 1 and Tier 2 lists as shown in Attachments A and B for the STA BAC and PAC to consider with the following changes:

1. City of Benicia would like to mark Park Road bike/Pedestrian Pathway Improvements project as "Completed" and move it from the Projects Currently In Progress List to the Completed Projects List
2. City of Benicia Tier 2 bicycle project change from Park Road/Industrial Way Bicycle Route to East West Bicycle Corridor Connection
3. City of Vallejo will further define phases and project scope for Tier 2 priority project Georgia Street Corridor Bicycle Improvements (approx. 1 mile is currently under construction)
4. County of Solano will further define phases and project scope for Tier 2 priority project Putah Creek Road

In addition, the TAC will provide detailed comments for their priority projects by submission of a letter to the STA.

Recommendation:

Forward a recommendation to the STA BAC and PAC to consider the priority bicycle and pedestrian projects to update the Tier 1 and Tier 2 lists as shown in Attachments A and B.

On a motion by David Kleinschmidt, and a second by Mike Roberts, the STA TAC unanimously approved the recommendation.

## VII. ACTION FINANCIAL ITEMS

### A. **Authorize Implementation of a RM 2 Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects**

Sam Shelton reviewed the process of the initial shift of funds being advanced to make additional funds available to Curtola Transit Center for construction in 2013 and continue the project development process for I-80 Express Lanes through Vallejo. He added that part of the process will include approval from the City of Vallejo to shift remaining Vallejo Station funding to other RM2 projects. He also cited that STA staff is targeting a March 2013 MTC public hearing date to complete this shift.

David Kleinschmidt noted that City of Vallejo staff is committed to providing updated project cost figures prior to the STA Board meeting on February 13, 2013.

Recommendation:

Forward a recommendation to the STA Board to authorize a funding shift from RM 2 Project No. 6 and to I-80 Express Lanes, subject to approval by the City of Vallejo, with priority given to:

1. Vallejo Post Office Station Relocation;
2. Vallejo Station Surface Lot Improvements;
3. Vallejo Curtola Transit Center, and
4. I-80 Express Lanes in Vallejo

On a motion by David Kleinschmidt, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

## **VIII. INFORMATIONAL - DISCUSSION**

### **A. Priority Development Area (PDA) Investment Status**

Robert Guerrero explained that Solano County will receive \$1.06 million for PDA Implementation. He mentioned that this item was discussed at the Planning Director's Group earlier this month and that individual meetings are being scheduled to discuss PDA priorities with each agency. He also noted that he anticipates a PDA funding recommendation for the February TAC meeting as a result of these individual meetings.

### **B. Solano County Priority Conservation Area (PCA) Update**

Robert Guerrero discussed the Priority Conservation Areas (PCA) in Solano County. He explained that Solano currently has 5 PCA's and that MTC allocated \$1.25 million for implementing projects in PCA's. He further explained that the STA is recommending two approaches with the first approach being a pilot capital project and the second a planning assessment of the PCA's.

### **C. Solano County Annual Pothole Report Development Update**

Jessica McCabe provided a status update to the development of the Solano County Annual Pothole Report. She cited that many sections are underdeveloped until new Streetsaver functions are added per the STA's pending work order budget scenario access and final 5-year pavement investment data is collected.

## **NO DISCUSSION**

### **D. Follow-up to Potential Solano Community College Transportation Fee Program**

### **E. Status of Marketing Plan for SolanoExpress and SNCI Program**

### **F. Senate Bill (SB) 1339 – Regional Commuter Benefit**

### **G. Funding Opportunities Summary**

### **H. STA Board Meeting Highlights of January 9, 2013**

### **I. Draft Meeting Minutes of STA Advisory Committees**

### **J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013**

## **IX. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 27, 2013.**



DATE: February 12, 2013  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager  
RE: SolanoExpress Intercity Transit Consortium 2013 Work Plan

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**Background:**

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2012, there was a number of key local and regional transit planning activities and projects that the Consortium was involved with ranging from transit service and funding to planning and marketing.

**Discussion:**

STA staff is presenting the SolanoExpress Intercity Transit Consortium Work Plan 2013 for the Consortium and TAC's review. The 2012 Work Plan (Attachment A) is presented for comparison. In the 2013 Work Plan, several completed items have been removed and new projects have been added. If approved by the Consortium and TAC, the Work Plan will be presented to the STA Board in March 2013 for approval.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2013 Work Plan as shown on Attachment B.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2011 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2012 Work Plan

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2012 SolanoExpress Intercity Transit Consortium  
Work Plan

(January 2012)

**Transit Service:**

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement Early Delivery of Clipper

**Transit Planning**

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
  - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
  - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
  - ✓ Enhanced Transit Coordination of Capitol Planning
  - ✓ Enhanced Coordination of Transit Service Planning; and
  - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
- Conduct a Countywide Mobility Management Plan
- Conduct a Solano Transit Sustainability Plan of All Operators
- Conduct Community Based Transportation Planning study in East Fairfield
- Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement
- Provide and updated survey and input into Comprehensive Transportation Plan update including Safer Routes to Transit Facilities and other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement balance of Phase II Transit Consolidation Study following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement Seniors and People with Disabilities Priorities
  - ✓ Intercity Taxi Script Phase II
  - ✓ Mobility Management Plan
  - ✓ ADA Eligibility
  - ✓ Dialysis Centers

**Funding**

- Monitor the implementation of the FY 2011-12 Intercity Transit Funding Agreement

The highlighted sections are new items added to the list

- Develop the FY 2012-2013 Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities and work with STA to set priorities for capital operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY 2011-12 and fund TDA Unmet Transit Needs process and work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- Assist FAST and other operators in local bus replacements
- Develop Funding List to assist in funding transit priorities projects
  - ✓ Federal Section 5311
  - ✓ Lifeline Funding
  - ✓ STAF (Population Based)
  - ✓ STAF Regional
  - ✓ Prop 1B (Population Based)
  - ✓ TDA Solano County

**Marketing of Transit Services and Programs**

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

2013 SolanoExpress Intercity Transit Consortium  
Draft Work Plan

(February 2013)

**Transit Service:**

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement Early Delivery of Clipper

**Transit Planning**

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
  - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
  - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
  - ✓ Enhanced Transit Coordination of Capitol Planning
  - ✓ Enhanced Coordination of Transit Service Planning; and
  - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
  - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- ~~Conduct~~ Complete a Solano Transit Sustainability Plan of All Operators
- ~~Conduct~~ Complete a Countywide Mobility Management Plan
- ~~Conduct Community Based Transportation Planning study in East Fairfield~~
- ~~Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement~~
- Provide and update survey and input into Comprehensive Transportation Plan update including ~~Safer Routes to Transit Facilities~~ and other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement ~~balance of Phase II Transit Consolidation Study~~ coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement Seniors and People with Disabilities Priorities
  - ✓ Intercity Taxi Script Phase II
  - ✓ Mobility Management Plan
  - ✓ Countywide ADA Eligibility
  - ✓ Travel Training/Ambassador Program
  - ✓ Older Driver Safety Program information system Dialysis Centers
  - ✓ One Stop Transportation Call Center

The highlighted sections are new items added to the list

## Funding

- Finalize the FY 2012-2013 Intercity Transit Funding Agreement
- Monitor the implementation of the Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311 ARRA, Lifeline and other funding opportunities and work with STA to set priorities for capital and operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- ~~Complete FY 2011-12 and fund TDA Unmet Transit Needs process and~~ Work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- **Develop a funding strategy for SolanoExpress Bus Replacements**
- ~~Assist FAST and other operators in local bus replacements~~
- —
- Develop Funding List to assist in funding transit priorities projects
  - ✓ Federal Section 5311
  - ✓ Lifeline Funding
  - ✓ STAF (Population Based)
  - ✓ STAF Regional
  - ✓ Prop 1B (Population Based)
  - ✓ TDA Solano County

## Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing.
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: February 15, 2013  
TO: STA TAC  
FROM: Nancy Whelan, STA Project Manager  
Tony Bruzzone, STA Consultant  
RE: Interim Intercity Bus Replacement Funding Plan

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**Background/Discussion:**

The Intercity Transit Funding Working Group (ITFWG) has met three times over the past month to review intercity bus replacement costs, potential funding, and to develop a capital replacement funding plan. The short term purpose of these meetings was to agree upon an interim funding plan for intercity bus replacements for consideration by MTC so reserved Section 5307 funds could be released.

Funding has been identified for six intercity bus replacements in the near term. A balance of 28 buses will need to be replaced over the next 10 years. The ITFWG reviewed six different scenarios for sharing costs among participating jurisdictions. At its meeting on February 19<sup>th</sup>, the group agreed that in addition to the 20% funding by STA, MTC should be requested to share in 20% of the costs, and the remaining 60% of the costs would be shared among the intercity participants using the same formula used for sharing intercity operating costs. The intercity cost sharing formula is applied to costs by route and costs are shared based 20% on population share and 80% on ridership by residency. The interim funding plan is shown in Attachment A.

This interim funding plan will be in place until the Coordinated SRTP and I-80/I-680/I-780 Transit Corridor Study is complete this summer. A separate memo detailing the costs and funding assumptions and agreed upon principles for the interim funding plan is being prepared for submittal to MTC.

**Recommendation:**

Forward a recommendation to the STA Board to approve the interim Intercity Bus Replacement Funding Plan as follows:

1. The cost sharing and funding plan for 28 intercity bus replacement over the next 10 years using the formula from the Intercity Transit Funding Agreement as shown in Attachment A;
2. The STA commit to providing 20% of the funding plan over the next 10 years;
3. Request MTC fund 20% of the Intercity Bus Replacement Funding Plan as specified in Attachment A;
4. The other members of the Intercity Transit Funding Group support providing the remaining 60% of the funding plan as specified in Attachment A; and
5. Request that MTC release reserved FY 2014 Section 5307 funds for the Fairfield, Vacaville, and Vallejo urbanized areas based on the interim cost sharing and funding plan.

Attachment:

- A. Interim Funding Plan for Solano County Intercity Bus Fleet Replacement

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**Solano County Intercity Bus Fleet Replacement Costs and Funding**

Prepared by Nancy Whelan Consulting Feb 19, 2013

**Interim Funding Plan**

**Scenario 2A: All Buses Replaced by FY 22-23, 60% Funding by Locals Using Intercity Funding Agreement Formula**

Year of Replacement <sup>b</sup>	Funded		Funded <sup>a</sup>								Total
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23		
Total Buses to be Replaced	3		3	0	14	2	3	5	4	34	
FAST	1		2	0	2	2	3	5	4	19	
SolTrans	2		1		12					15	
Unit Cost -- 45 ft hybrid	\$ 931,730	\$ 961,330	\$ 980,556	\$ 1,000,167	\$ 1,020,171	\$ 1,040,574	\$ 1,061,386	\$ 1,082,613	\$ 1,104,266		
<b>Total Cost</b>	<b>\$ 2,795,190</b>	<b>\$ -</b>	<b>\$ 2,941,669</b>	<b>\$ -</b>	<b>\$ 14,282,389</b>	<b>\$ 2,081,148</b>	<b>\$ 3,184,157</b>	<b>\$ 5,413,066</b>	<b>\$ 4,417,062</b>	<b>\$ 35,114,681</b>	
<b>Funding</b>											
<b>Near Term: 6 Replacements</b>											
Federal Earmarks	\$ 1,260,000									\$ 1,260,000	
Prop 1B Lifeline	\$ 1,000,000									\$ 1,000,000	
Prop 1B Pop Base	\$ 535,190		\$ 2,360,202							\$ 2,895,392	
STAF			\$ 581,467							\$ 581,467	
<b>Longer Term: 28 Replacements</b>											
20% Funding from STA <sup>c</sup>				\$ -	\$ 2,856,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412	\$ 5,875,565	
20% Funding from MTC <sup>d</sup> -- Proposed				\$ -	\$ 2,856,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412	\$ 5,875,565	
60% Funding by Locals										\$ -	
Dixon	1.9%			\$ -	\$ 274,829	\$ 40,046	\$ 61,271	\$ 104,161	\$ 84,995	\$ 565,302	
FAST	24.3%			\$ -	\$ 3,469,568	\$ 505,566	\$ 773,515	\$ 1,314,976	\$ 1,073,021	\$ 7,136,647	
SolTrans	22.2%			\$ -	\$ 3,176,988	\$ 462,933	\$ 708,287	\$ 1,204,088	\$ 982,536	\$ 6,534,831	
Vacaville	11.0%			\$ -	\$ 1,569,955	\$ 228,765	\$ 350,010	\$ 595,017	\$ 485,534	\$ 3,229,282	
Unincorporated County	0.5%			\$ -	\$ 78,093	\$ 11,379	\$ 17,410	\$ 29,598	\$ 24,152	\$ 160,632	
<b>Total Funding</b>		<b>\$ 2,795,190</b>	<b>\$ -</b>	<b>\$ 2,941,669</b>	<b>\$ -</b>	<b>\$ 14,282,389</b>	<b>\$ 2,081,148</b>	<b>\$ 3,184,157</b>	<b>\$ 5,413,066</b>	<b>\$ 4,417,062</b>	<b>\$ 35,114,682</b>

Notes

- a. STA Board approved this funding on Feb 13, 2013.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- d. Proposed MTC funding from bridge tolls or Sec. 5307

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DATE: February 15, 2013  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager  
RE: Solano County Transit (SolTrans) Amended Fiscal Year (FY) 2012-13  
Transportation Development Act (TDA)

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**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million and then declined slightly for two years. In FY 2008-09, TDA made its first significant drop of nearly 5% to \$14.7 million and in FY 2009-10, Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 million. For FY 2012-13, the February 2012 projection was that TDA will increase by almost 8% allocating almost \$13.9 million for Solano transit operators. The TDA and STAF FY 2012-13 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2012.

The actual Bay Area TDA sales tax receipts for FY 2011-12 have been revised from the February projections. The actual sale tax receipts for FY 2011-12 are 11% higher than originally estimated by the Bay Area region County Auditors. More specifically, for Solano County the revenue adjustment for FY 2011-12 is 9.3% higher. MTC also finalized and included all the TDA adjustments made after December 2011 so STA staff revised the TDA matrix to include the new TDA estimates dated July 25, 2012.

The STA Planning funds were approved by the STA Board in May 2012 and are shown on the TDA matrix. The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The cost share has increased for the reconciled FY 2010-11 compared to the previous two years due to the expended federal ARRA funding that the two intercity operators (Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST)) included in the formula to benefit the participating funding partners. SolTrans has projected cost savings in FY 2012-13 as a result of service changes and other operating efficiencies.

**Discussion:**

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding Agreement. The Board approved the Intercity Transit Funding shares for FY 2012-13 at their May 2012 Board meeting and these have been included on the TDA matrix. The STA Board approved the multiple operators' TDA shares for the City of Dixon, City of Fairfield, City of Rio Vista, City of Vacaville, SolTrans, and STA. County of Solano is waiting to execute a MOU with the operators before submitting their TDA Claim for FY2012-13.

In June 2012, SolTrans prepared their TDA claim for FY 2012-13 and it was approved by the STA Board. SolTrans left a reserved of over \$190,000 in their TDA balance. MTC just release FY2013-14 Fund Estimate for TDA Funds dated February 27, 2013. (Attachment A). Currently, SolTrans has \$594,200 available in funding that they are allowed to claim. SolTrans would like to amend their TDA to claim the remaining FY2012-13 funding of \$594,200 for capital projects which include Farebox Upgrades, AVL Technology and IT Equipment

**Fiscal Impact:**

With the STA Board approval of the December TDA matrix, it provides the guidance needed by MTC to process the STA's TDA claim submitted by the transit operators. This staff report identifies the TDA funds to be claimed by the SolTrans for capital projects.

**Recommendation:**

Forward a recommendation to the STA Board to approve the SolTrans Amended FY 2012-13 TDA Claim for \$594,200 for capital projects.

Attachment:

- A. MTC FY 2012-13 Fund Estimate Transportation Development Act Funds for Solano County dated 2/27/2013

<b>FY 2013-14 FUND ESTIMATE</b>												
<b>TRANSPORTATION DEVELOPMENT ACT FUNDS</b>												
<b>SOLANO COUNTY</b>												
										Attachment A Res No. 4086 Page 9 of 16 2/27/2013		
<b>FY 2012-13 TDA Revenue Estimate Adjustment</b>					<b>FY 2013-14 TDA Estimate</b>							
<b>FY 2012-13 Generation Estimate Adjustment</b>					<b>FY 2013-14 County Auditor's Generation Estimate</b>							
1. Original County Auditor Estimate (Feb, 11)					14,461,543		13. County Auditor Estimate					15,682,592
2. Revised County Auditor Estimate (Feb, 11)					15,682,592		<b>FY 2013-14 Planning and Administration Charges</b>					
3. Revenue Adjustment (Lines 2-1)					1,221,049		14. MTC Administration (0.5% of Line 13)					78,413
<b>FY 2012-13 Planning and Administration Charges Adjustment</b>					15. County Administration (0.5% of Line 13)						78,413	
4. MTC Administration (0.5% of Line 3)					6,105		16. MTC Planning (3.0% of Line 13)					470,478
5. County Administration (0.5% of Line 3)					6,105		17. Total Charges (Lines 14+15+16)					627,304
6. MTC Planning (3.0% of Line 3)					36,631		18. TDA Generations Less Charges (Lines 13-17)					15,055,288
7. Total Charges (Lines 4+5+6)					48,841		<b>FY 2013-14 TDA Apportionment By Article</b>					
8. Adjusted Generations Less Charges (Lines 3-7)					1,172,208		19. Article 3.0 (2.0% of Line 18)					301,106
<b>FY 2012-13 TDA Adjustment By Article</b>					20. Funds Remaining (Lines 18-19)						14,754,182	
9. Article 3 Adjustment (2.0% of line 8)					23,444		21. Article 4.5 (5.0% of Line 20)					0
10. Funds Remaining (Lines 8-9)					1,148,764		22. TDA Article 4 (Lines 20-21)					14,754,182
11. Article 4.5 Adjustment (5.0% of Line 10)					0							
12. Article 4 Adjustment (Lines 10-11)					1,148,764							
<b>TDA APPORTIONMENT BY JURISDICTION</b>												
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>		
	6/30/2012	FY 2011-12	6/30/2012	FY 2011-13	FY 2012-13	FY 2012-13	FY 2012-13	6/30/2013	FY 2013-14	FY 2013-14		
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation		
<b>Article 3</b>	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921		
<b>Article 4.5</b>												
<b>SUBTOTAL</b>	<b>543,542</b>	<b>3,183</b>	<b>546,725</b>	<b>(420,016)</b>	<b>0</b>	<b>277,662</b>	<b>23,444</b>	<b>427,815</b>	<b>301,106</b>	<b>728,921</b>		
<b>Article 4/8</b>												
Dixon	338,475	2,325	340,800	(647,899)	0	605,092	51,091	349,084	651,873	1,000,957		
Fairfield	2,208,126	20,380	2,228,506	(5,634,090)	0	3,440,340	290,483	325,239	3,793,108	4,118,347		
Rio Vista	206,824	1,578	208,402	(179,317)	0	243,973	20,600	293,658	264,500	558,158		
Solano County	472,625	2,581	475,206	(556,879)	0	622,882	52,593	593,802	669,987	1,263,789		
Suisun City	119,590	1,444	121,033	(1,046,746)	0	926,002	78,186	78,475	997,599	1,076,074		
Vacaville	4,271,751	26,566	4,298,317	(4,355,562)	0	3,052,898	257,769	3,253,422	3,283,683	6,537,105		
Vallejo/Benicia <sup>4</sup>	555,785	4,526	560,312	(5,078,388)	0	4,714,233	398,043	594,200	5,093,431	5,687,631		
<b>SUBTOTAL<sup>3</sup></b>	<b>8,173,175</b>	<b>59,400</b>	<b>8,232,575</b>	<b>(17,498,881)</b>	<b>0</b>	<b>13,605,420</b>	<b>1,148,765</b>	<b>5,487,880</b>	<b>14,754,181</b>	<b>20,242,061</b>		
<b>GRAND TOTAL</b>	<b>\$8,716,717</b>	<b>\$62,583</b>	<b>\$8,779,300</b>	<b>(\$17,918,897)</b>	<b>\$0</b>	<b>\$13,883,082</b>	<b>\$1,172,209</b>	<b>\$5,915,694</b>	<b>\$15,055,287</b>	<b>\$20,970,981</b>		

1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY 2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

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DATE: February 19, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2013-14 Transportation Fund for Clean Air (TFCA) 40%  
Program Manager Funds

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**Background:**

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). The Solano Transportation Authority (STA) is the CMA for Solano County and therefore administers the program for Solano County. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. The estimated amount available for FY 2013-14 is \$296,000.

**Discussion:**

The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. The Yolo Solano Air Quality Management District provides similar funding (i.e. Clean Air Program Funds) for the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin.

Over the past few years, the STA Board has committed TFCA funds to match funds provided by Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program for the Solano Napa Commuter Information (SNCI) Program. The TFCA clean air funding is a logical local match for federal ECMAQ funding. SNCI's Rideshare and Incentives is a cost effective and successful program in terms of air emission benefits as calculated through the BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and improve the quality of life in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Commute Challenge). Highlights of last year (FY 2012-13) program include:

- Formed 16 vanpools going to and from Solano County in through February 2013. (8 vanpools to Solano County/ 8 Vanpools from Solano County)
- Provided support and service to 220 vanpools that travel to, from, or through Solano County.
- Successful Solano Commute Challenge – 469 Commute champions (using a commute alternative more than 30 workdays in a 3 month period), 51 participating Employers, 768 registered employees.
- Increased number of Emergency Ride Home participants and use of services (14 rides to date)

STA staff is recommending the last year's same allocation of \$220,000 from this year's TFCA program to continue matching funding provided by ECMAQ and assist local employers meet the new legislation for Regional Commuter Benefit (SB 1339).

STA staff is also recommending a call for eligible clean air projects for the remaining balance of \$76,000. All eligible projects must meet a cost-effectiveness calculation of \$90,000/ton of emission reductions and must be committed to providing monitoring reports twice a year. Past projects funded through the TFCA program included Class I and II bike paths, climate or clean air education materials, and Safe Routes to School Projects. Projects identified in recently completed Climate Action Plans are eligible for TFCA funds.

**Fiscal Impact:**

Solano County is estimated to have \$296,000 available for TFCA Program Manager funds in FY 2013-14. STA staff is recommending \$220,000 for SNCI's program as match for ECMAQ funds. The SNCI program will not be able to operate at its current level if the \$220,000 is not approved. A call for projects is recommended for the remaining balance of \$76,000.

**Recommendation:**

Forward a recommendation to the STA Board to approve the following:

1. \$220,000 from FY 2013-14 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Issue a call for projects for the remaining balance of FY 2012-13 TFCA Program Manager Funds in the amount of \$75,000.



DATE: January 31, 2013  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Sam Shelton, Project Manager  
RE: Allocation of OneBayArea Grant (OBAG) Project Funding

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**Background:**

On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the OBAG program. OBAG is a new program developed by MTC and the Association of Bay Area Governments (ABAG) for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG combines funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network, Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. For STA, OBAG funding is estimated to be \$18.8 M over 4 years.

Between July 2012 and December 2012, the STA Board has programmed \$12.573 M of the available \$18.769 M of STA OBAG funds for the following projects and programs:

1. Local Streets and Roads Projects, \$5.863 M
2. STA Planning, \$3.006 M
3. Dixon West B Street Bicycle Pedestrian Undercrossing, \$2.535 M
4. Vallejo Georgia Street Downtown Streetscaping Projects, \$0.611 M
5. Solano Napa Commuter Information, \$0.533 M
6. STA Priority Development Area (PDA) Investment and Growth Strategy, \$0.025 M (net after backfill)

Of the \$6.196 M remaining, \$0.586 M is Surface Transportation Program (STP) funds (flexible funds for planning and rehabilitation projects) and \$5.610 M is Congestion Mitigation and Air Quality (CMAQ) funds (emission reduction funds for bicycle, pedestrian, and complete streets projects).

**Discussion:**

Prior to recommending OBAG funding to the STA Board, STA staff have developed project screening & ranking criteria and funding eligibility information to help inform a funding strategy that leverages other funding outside of OBAG, such as State Transit Assistance Funds (STAF), Transportation Development Act Article 3 (TDA-3) funds, and other competitive grants. This balanced strategy will be reviewed by several STA advisory committees prior to coming before the STA Board, as described in the attached schedule (Attachment A).

*OBAG Candidate Projects Assessment*

On February 13, 2013, the STA Board adopted OBAG Candidate Projects Assessment results, which shows why the 17 remaining OBAG projects are important as measured by various criteria (Attachment B).

*OBAG Project and Program Tiers to be Analyzed with Funding Eligibility*

On January 9, 2013, STA staff also presented a STA OBAG Funding Eligibility Table that analyzes whether an OBAG project is either a good, partial, or poor match for a variety of STA discretionary or competitive funding sources outside of OBAG funds (Attachment C). STA staff discussed how staff will group OBAG projects into tiers based on assessment results, funding eligibility, and project deliverability within the context of a broader funding strategy, as described by the STA's funding strategy principles, adopted by the STA Board on March 10, 2010 (Attachment D). During the January 30<sup>th</sup> STA TAC, committee members requested a handout showing project funding requests (\$16.29 M) and total project costs (\$21.72 M) (Attachment E).

*OBAG Project Funding Strategy*

After reviewing project applications, assessment results, funding eligibility, and deliverability, STA staff will be recommending the programming of a variety of funding sources over the next 3 years to advance the development of Tier 1 projects countywide (Attachment F). This recommendation will be provided at the February 27, 2013 TAC meeting. Members of the Consortium are invited to attend.

**Fiscal Impact:**

None at this time. Adoption of the funding strategy will help guide subsequent project and programming funding actions by the STA Board. STA staff anticipates STP and CMAQ programming actions to be taken by the STA Board between April and June of 2013. These federal funds would be made available to project sponsors by November 2013, should MTC's 2013 Transportation Improvement Program (TIP) development process remain on schedule.

TDA Article 3 and STAF program funds included in the funding strategy would be acted on by the STA Board after appropriate STA advisory committees review and recommend the OBAG project funding strategy and make subsequent programming recommendations for these fund sources at later dates.

**Recommendation:**

Forward a recommendation to the STA Board to approve the STA OneBayArea Grant (OBAG) Funding Strategy as shown in Attachment F.

Attachments:

- A. STA OBAG Development Schedule, 01-17-2013
- B. STA OBAG Candidate Projects Assessment Results, 01-31-2013
- C. STA OBAG Candidate Projects Funding Eligibility Table, 12-31-2013
- D. STA Funding Strategy Principles and Criteria, 04-10-2010
- E. STA OBAG Candidate Project Funding Requests and Total Costs, 02-20-2013
- F. Draft OneBayArea Grant (OBAG) Project Funding Strategy, 02-20-2013 (To be provided under separate cover at the TAC meeting of February 27, 2013.)

## OneBayArea Grant (OBAG) Development Schedule

Solano Transportation Authority

01-17-2013

<b>Date</b>	<b>Meeting</b>	<b>Action</b>
<b>2012</b>		
July 11	STA Board	Call for Projects and programs existing commitment projects and programs (\$6 M)
Sept 12	STA Board	STA Board Programs Local Streets and Roads projects by formula (\$5.86 M as modified Dec 12)
Oct 10	STA Board	STA Board Adopts Eligibility and Ranking Criteria and swaps OBAG funds with Vallejo (\$0.611 M swapped)
Dec 12	STA Board	STA Board Screens out projects that did not meet screening criteria and shifts available funds to Local Streets and Roads projects
<hr/>		
<b>2013</b>		
Jan 29	Consortium	Review OBAG Project Assessment and Funding Eligibility Table
Jan 30	TAC	Recommend Approval of OBAG Project Assessment
<b>Feb 13</b>	<b>STA Board</b>	<b>Approve OBAG Project Assessment</b>
Feb 26	Consortium	Review OBAG Funding Strategy and Approve priorities for State Transit Assistance Funds (STAF) for projects shown in the strategy
Feb 27	TAC	Recommend Approval of OBAG Funding Strategy
Feb 28 tentative	PAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 7	BAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
<b>Mar 13</b>	<b>STA Board</b>	<b>Approve OBAG Funding Strategy</b>
Various	Various	Return to STA Advisory Committees for funding recommendations for STAF and TDA Article 3 funds as shown in the adopted funding strategy.

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Revised Draft STA OneBayArea Assessment  
2/13/2013

Jan 30 STA TAC / Feb 13 STA Board Changes Highlighted

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total Number of Criteria rated "Yes"	
	MTC RTP Goals (10)	STA CTP Goals (50)	STA Planned Priority	Safety	Alt modes or Transit	Complete Streets	Support PDA/PCA	Comm concern / CBTP	Employ- ment Center	County wide or equitable*	Benefit to number of residents	Housing Share	1st two years? 12- 13, 13-14?	Local Match		
<b>Transit Related Projects</b>																
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	9	
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	Yes	No	Yes	8	
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Med	No	No	Yes	7	
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	Yes	High	Yes	No	Yes	8	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	3	7	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Low	Yes	No	Yes	8	
<b>Complete Streets Style Projects</b>																
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	High	Yes	Yes	No	9	
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	No	Yes	Yes	8	
Safe Routes to School (SR2S) Engineering Projects	6	7	Yes	Yes	Yes	Yes	No	No	No	Yes	High	Yes	No	Yes	7	
Vacaville Allison PDA Bike and Ped improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6	
Vacaville Ulatis Creek Bike Path	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	6	
Suisun City Lotz Way Improvements	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	No	6	
Vacaville Mason Street at Depot Street Road Diet	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6	
Suisun City Railroad Avenue Extension Project	5	9	No	Yes	Yes	Yes	Yes	No	No	No	Med	Yes	No	Yes	6	
<b>Bicycle or Pedestrian Projects</b>																
Solano County Vaca Dixon Bike Path Phase 5B	2	6	Yes	Yes	Yes	Yes	No	No	No	Yes	Low	No	Yes	Yes	7	
Solano County Lake Herman Road Bike Path	3	6	No	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	6	
Rio Vista Waterfront Promenade Phase 2	5	11	No	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	Yes	6	
Benicia First Street Pedestrian Improvements	6	10	Yes	Yes	Yes	Yes	Yes	No	No	No	Med	No	No	No	5	

\* The "Countywide or Equitable" criteria has been revised to show "yes" for projects that benefit residents from more than one jurisdiction.

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Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

Source Type	STA Discretionary									TOTAL
	Federal	Federal	Local	Local	Local	Local	Federal/Local	State	Federal	
Funding Source	STP (OBAG)	CMAQ (OBAG)	TDA Article 3	TFCA, Program manager	STAF, Population	STAF, Regional Paratransit	Lifeline (STP, Prop 1B, STAF)	Prop 1B, PTMISEA	FTA 5311, Rural (+ JARC MAP21)	
General Project Eligibility	Planning, rehab	Bike/ped, rideshare, pilot transit	Bike/Ped, education	Bay Area Bike/ped, alt fuels, rideshare, marketing	Transit planning, capital, operations, programs	ADA planning, capital, operations, programs	CBTP planning, capital, operations, programs	Transit Capital (STA Board action = Rolling Stock)	Rural Transit Capital and Operating	
per year	\$ 146,500	\$ 1,688,500	\$ 274,000	\$ 270,000	\$ 1,980,000	\$ 400,000	\$ 2,000,000	\$ 716,667	\$ 295,000	\$ 7,770,667
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 586,000	\$ 6,754,000	\$ 1,225,000	\$ 1,080,000	\$ 7,920,000	\$ 1,600,000	\$ 6,000,000	\$ 4,300,000	\$ 1,180,000	\$ 30,645,000
% of 4-year total	1.9%	22.0%	4.0%	3.5%	25.8%	5.2%	19.6%	14.0%	3.9%	
<b>Transit Related Projects</b>										
Transit Ambassador Program	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Fairfield West Texas Gateway Access	Poor	Good	Good	Good	Good	Partial	Good	Poor	Poor	
Benicia Industrial Park Transit Hub	Poor	Good	Good	Good	Good	Partial	Poor	Partial	Poor	
Suisun/Fairfield Train Station Improvements	Poor	Good	Good	Good	Good	Partial	Partial	Partial	Poor	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
<b>Complete Streets Style Projects</b>										
Key Destination Sidewalk/St Inventory	Good	Poor	Poor	Poor	Good	Partial	Good	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Partial	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	
Safe Routes to School (SR2S) Engineering Projects	Poor	Good	Good	Good	Partial	Poor	Partial	Poor	Poor	
Vacaville Allison PDA Bike and Ped improvements	Poor	Good	Good	Poor	Partial	Poor	Good	Poor	Poor	
Vacaville Ulatis Creek Bike Path	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Lotz Way Improvements	Poor	Good	Good	Good	Poor	Poor	Poor	Poor	Poor	
Vacaville Mason Street at Depot Street Road Diet	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Railroad Avenue Extension Project	Poor	Partial	Partial	Poor	Poor	Poor	Poor	Poor	Poor	
<b>Bicycle or Pedestrian Projects</b>										
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Solano County Lake Herman Road Bike Path	Poor	Good	Good	Partial	Poor	Poor	Poor	Poor	Poor	
Rio Vista Waterfront Promenade Phase 2	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Benicia First Street Pedestrian Improvements	Poor	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	

Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

Source Type	MTC Competitive			Air Quality Competitive			Caltrans Competitive (some in flux due to MAP-21, *potential for consolidation)						
	Federal	Federal		Local	Local		State	State	Federal/State	Federal	Federal	Federal	
	STP	STP	TOTAL	BAAQMD, TFCA Regional	YSAQMD, Clean Air Funds	TOTAL	BTA*	EEM*	SRTS/SR2S*	HR3	HSIP	TAP*	TOTAL
General Project Eligibility	Regional PDA & Transit Oriented Affordable Housing (TOAH)	Priority Conservation Areas (PCA)		Bay Area tech demo, alt fuels, bike, regional rideshare, shuttles	Eastern Solano Bike/ped, alt fuels, rideshare, marketing		commuter bikeways, parking, planning,	"restoration, roadside recreation" category for bike projects	Safe Routes to School Planning, Bike/Ped safety projects	Rural Road safety projects (joint call with HSIP)	Safety projects with safety data (Spring 2013)	Enhancement style projects, (spent on Dixon West B St)	
per year	\$ 5,000,000	\$ 2,500,000	\$ 7,500,000	\$ 3,300,000	\$ 260,000	\$ 3,560,000	\$ 7,200,000	\$ 10,000,000	\$ 21,000,000	\$ 3,750,000	\$ 25,000,000	NA	\$ 66,950,000
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 20,000,000	\$ 10,000,000	\$ 30,000,000	\$ 13,200,000	\$ 1,040,000	\$ 14,240,000	\$ 28,800,000	\$ 40,000,000	\$ 84,000,000	\$ 15,000,000	\$ 100,000,000	NA	\$ 267,800,000
% of 4-year total	66.7%	33.3%											
<b>Transit Related Projects</b>													
Transit Ambassador Program	Poor	Poor		Poor	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Fairfield West Texas Gateway Access	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Benicia Industrial Park Transit Hub	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	
Suisun/Fairfield Train Station Improvements	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Poor		Partial	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
<b>Complete Streets Style Projects</b>													
Key Destination Sidewalk/St Inventory	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Poor	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Safe Routes to School (SR2S) Engineering Projects	Poor	Poor		Poor	Good		Poor	Poor	Good	Partial	Partial	Good	
Vacaville Allison PDA Bike and Ped improvements	Poor	Poor		Poor	Good		Good	Poor	Poor	Poor	Poor	Good	
Vacaville Ulatis Creek Bike Path	Poor	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Suisun City Lotz Way Improvements	Poor	Poor		Poor	Poor		Partial	Poor	Poor	Poor	Poor	Good	
Vacaville Mason Street at Depot Street Road Diet	Poor	Poor		Poor	Good		Poor	Poor	Poor	Poor	Poor	Good	
Suisun City Railroad Avenue Extension Project	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Partial	
<b>Bicycle or Pedestrian Projects</b>													
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Partial		Poor	Good		Poor	Good	Poor	Partial	Poor	Good	
Solano County Lake Herman Road Bike Path	Poor	Partial		Poor	Poor		Poor	Good	Poor	Partial	Poor	Good	
Rio Vista Waterfront Promenade Phase 2	Partial	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Benicia First Street Pedestrian Improvements	Partial	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	

# Solano Transportation Authority (STA) Funding Strategy Principles and Criteria

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

- 1. Minimum of One Top Priority Project Per Agency every 10 years**
  - a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
  - b. Criteria: Developed project phases per member agency per decade.
- 2. Create Funding Certainty**
  - a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
  - b. Criteria: Funded Project Delivery Phases
    - i. Environmental Review
    - ii. Preliminary Engineering and Design
    - iii. Right-of-Way Acquisition
    - iv. Construction
- 3. Reward Project Progress**
  - a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
  - b. Criteria: Completed Project Delivery milestones
    - i. Environmental Document approval, permits obtained, and Project Approval
    - ii. Final Design complete
    - iii. Right-of-Way acquired
- 4. Maximize Countywide Funding through Leveraging**
  - a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
  - b. Provide basic local matches to obligate grant funds**
    - i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
    - ii. Criteria: Ratio of STA grants vs. other funding
  - c. Develop projects to compete for “Shovel-Ready” grants**

- i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
  - ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
- d. Invest comprehensively in a project area to compete for large grants**
- i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
  - ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
  - iii. Criteria: Ratio of STA investments vs. regional grant funding

## STA OBAG Candidate Projects

02-20-2013

Transit Related Projects	Requested Amount	Total Project Cost
Transit Ambassador Program	250,000	282,000
Fairfield West Texas Gateway Access	2,000,000	3,250,000
Benicia Industrial Park Transit Hub	500,000	1,750,000
Suisun/Fairfield Train Station Improvements	550,000	550,000
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Under development	Under development
<b>Complete Streets Style Projects</b>		
Key Destination Sidewalk/St Inventory	Under development	Under development
Vallejo Downtown Streetscape Improvements	1,640,000	2,050,000
Safe Routes to School (SR2S) Engineering Projects	1,200,000	1,355,000
Vacaville Allison PDA Bike and Ped improvements	586,000	665,000
Vacaville Ulatis Creek Bike Path	2,212,000	2,500,000
Suisun City Lotz Way Improvements	1,200,000	1,200,000
Vacaville Mason Street at Depot Street Road Diet	309,000	350,000
Suisun City Railroad Avenue Extension Project	1,522,500	2,878,000
<b>Bicycle or Pedestrian Projects</b>		
Solano County Vaca Dixon Bike Path Phase 5B	1,805,000	2,040,000
Solano County Lake Herman Road Bike Path	2,070,000	2,340,000
Rio Vista Waterfront Promenade Phase 2	450,000	511,000
Benicia First Street Pedestrian Improvements	To be revised	To be revised
<b>TOTAL</b>	<b>16,294,500</b>	<b>21,721,000</b>

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DATE: February 19, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Priority Development Area (PDA) Planning Program

---

**Background:**

Solano County currently has nine (9) Planned PDAs and three (3) PDA Growth Opportunity Areas, with each city having at least one PDA. On October 24, 2012, the Metropolitan Transportation Commission (MTC) approved a shift of \$20 million from regional OBAG funding to the nine Bay Area Congestion Management Agencies for PDA planning, assistance, and implementation. As a follow up action, on November 28th, MTC approved the funding allocations to each county based on the most current OBAG and Regional Housing Needs Assessment (RHNA) formula.

Solano County has been approved to receive \$1.012 million for PDA planning assistance and implementation as part of MTC's action for the four years of the OBAG funding cycle (i.e. FY 2012-13 to FY 2015-16). The \$1.012 million is Surface Transportation Program (STP) federal funds. The PDA Planning Program Guidelines developed by MTC are included as Attachment A.

**Discussion:**

The purpose of the PDA Planning funds is to intensify land uses around public transit hubs and bus and rail corridors. Key goals of the program are to:

1. Increase both the housing supply, including affordable housing for low-income residents, and jobs within the planning area.
2. By increasing land use intensities in the planning area, boost transit ridership and thereby reduce Vehicle Miles Traveled (VMT) by PDA residents, employees and visitors.
3. Increase walking, bicycling, carpooling and ridesharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA.
4. Locate key services and retail within the planning area.

STA staff notified member agencies about the PDA Planning Program Funds in early January 2013 and has held meetings with planning and public works staff to discuss potential PDA planning projects. Each agency expressed interest in the funding and identified worthwhile planning needs. Attachment B is a brief summary of plans put forward by each agency during these discussions. Based on the discussions and the nature of their proposed planning scopes aligning directly with the MTC PDA Planning Program fund goals, STA staff has formulated a recommendation that takes into consideration a larger pool of funding, in context with the One Bay Area Grant and other STA discretionary funding. The fund recommendation is included in Attachment C.

If the STA Board approves STA staff's recommendation at their March 13<sup>th</sup> meeting, the funding for these plans will be amended into the Transportation Improvement Program (TIP) and will likely have access to the funding by August-September timeframe.

**Fiscal Impact:**

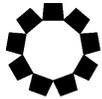
No impact to the STA's General Fund.

**Recommendation:**

Forward a recommendation to the STA Board to approve PDA Planning Fund allocations as specified in Attachment C.

Attachments:

- A. MTC PDA Planning Program Guidelines
- B. PDA Planning Program Discussion Summary
- C. STA PDA Planning Program Fund Recommendation (To be provided under separate cover at the TAC Meeting of February 27, 2013.)



ABAG

PDA Planning Program  
CYCLE FIVE  
PROGRAM GUIDELINES



**PROGRAM DESCRIPTION & GENERAL GUIDANCE**

The PDA Planning Program is an initiative to finance planning in Priority Development Areas (PDA) that will result in intensified land uses around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to:

- (1) Increase both the housing supply, including affordable housing for low-income residents, and jobs within the planning area
- (2) By increasing land use intensities in the planning area, boost transit ridership and thereby reduce vehicle miles traveled (VMT) by PDA residents, employees and visitors
- (3) Increase walking, bicycling, carpooling and carsharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA
- (4) Locate key services and retail within the planning area.

Grantees must address **all** PDA planning elements listed below under Planning Elements. If a precise or specific plan encompassing the PDA has been completed or amended within the last 10 years, select planning elements may be excluded from the planning process. An explanation of how these elements have been addressed must be included in the application.

Note that some of the planning elements listed below (i.e. multimodal access and connectivity, parking demand analysis) should address the relationship between the identified planning area and key surrounding land uses outside of the planning boundaries.

Jurisdictions must be prepared to comply with all federal contracting requirements associated with planning grant funds.

Grant funding works on a reimbursement basis for agreed-upon deliverables associated with the scope of work for the project. The grant and match are to cover direct project costs, including staff and project oversight.

Specific plans—or an equivalent—are preferred due to the ability to conduct programmatic Environmental Impact Reports (EIRs) on the plan in order to facilitate the development process. EIRs are strongly recommended as part of the proposed planning process, although not required. However, there must be a strong implementation component for any planning process funded through this program, including agreement by the local jurisdiction to formally adopt the completed plan. Refer to the chart below for specific award guidelines by place-type. A description of development guidelines associated with each FOCUS Program place-type is found in Appendix 2.

**Award Guidelines by Place-type**

Place-type	Regional Center, City Center, Suburban Center, Urban Neighborhood	Transit Neighborhood, Transit Town Center, Mixed-Use Corridor,
Award	<ul style="list-style-type: none"> <li>▪ Up to \$750,000 if both Specific Plan &amp; EIR</li> <li>▪ Up to \$400,000 if EIR only</li> </ul>	<ul style="list-style-type: none"> <li>▪ Up to \$500,000 if both Specific Plan &amp; EIR</li> <li>▪ Up to \$250,000 if EIR only</li> </ul>
Outcome	Specific Plan and/or EIR	Specific Plan and/or EIR

## PLANNING ELEMENTS

Plans funded under this program should address the Station Area Planning Principles outlined in the *Station Area Planning Manual* ([http://www.mtc.ca.gov/planning/smart\\_growth/Station\\_Area\\_Planning\\_Manual\\_Nov07.pdf](http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual_Nov07.pdf)). At a minimum, plans should include the planning elements listed below.

As noted above, if a precise or specific plan encompassing the planning area has been completed or amended within the last 10 years, select planning elements from the list below may be excluded from the planning process. In that case, the applicant should outline the requested needs **and explain how all remaining planning elements outlined below have been satisfied.**

A detailed description of each planning element is included in **Appendix 1**. Additional information is also found in the *Station Area Planning Manual* referenced above.

- (1) An ***overview profile*** of the planning area including demographic and socio-economic characteristics, transit/travel patterns and use, physical aspects of the PDA, as well as any known issues to be addressed in the planning process
- (2) A significant public ***outreach and community involvement*** process targeting traditionally under-served populations
- (3) The development of several detailed ***land use alternatives***
- (4) A ***market demand analysis*** for housing at all levels of affordability, jobs and retail in the planning area
- (5) A ***housing strategy*** that promotes housing affordable to low-income residents and attempts ***to minimize displacement*** of existing residents
- (6) A multi-modal ***access and connectivity*** component
- (7) ***Pedestrian-friendly design standards*** for streets, buildings and open space
- (8) An ***accessibility analysis*** for people with disabilities that ensures fully accessible transit stations, paths of travel between stations and surrounding areas, and visitable and habitable housing units
- (9) A ***parking analysis*** to create a parking policy and management element that aims at reducing parking demand and supply through pricing, zoning, and support for alternative modes
- (10) An ***infrastructure development analysis*** and budget
- (11) An ***implementation plan***, along with a financing strategy, to ensure that the plan will be adopted and all necessary supporting policies, zoning, and programs will be updated.

## EVALUATION CRITERIA (100 POINTS TOTAL)

### 1. Location within a Community of Concern (7 points)

Project area includes a Community of Concern as defined by MTC's Lifeline Transportation Program - see <http://geocommons.com/maps/110983>

### 2. Project Impact (25 points)

- (a) Potential to increase the following within the planning area:
  - Housing supply, particularly affordable housing for low-income residents
  - Employment, key services and retail
  - Transit ridership and multi-modal transportation options
- (b) If applicable, potential for the transit station and/or transit serving the station or planning area to be operational within 10 years
- (c) Selection of appropriate place-type and ability to meet associated development guidelines as found in Appendix 2.

### 3. Existing Policies (15 points)

- (a) Jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices demonstrated through existing policies, such as innovative parking policies, TOD zoning, transportation

demand management strategies, existing citywide affordable housing policies and approved projects, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies, etc.

#### **4. Planning Process (23 points)**

- (a) Potential for plan to address the planning elements described above and in Appendix 1. Narrative includes strong strategic approach to addressing **all** of the planning elements and highlights any local issues or conditions related to the elements, indicating how they may factor into the planning process. If any planning element(s) will not be included in plan because the jurisdiction has completed or updated a precise or specific plan in the last 10 years, applicant has demonstrated that policies, programs or analyses already exist that satisfy the intent of each element.

#### **5. Local Commitment (15 points)**

- (a) Planning process is ready to begin. City is prepared to see the plan through to implementation, including any associated updates to the jurisdiction's general plan and zoning code.
- (b) Demonstration of community, major property owner(s), City Council, relevant transit operator(s) and congestion management agency support for planning process (public involvement to date, support letters, etc.).

#### **6. Implementation (15 points)**

- (a) Plan, related zoning changes and general plan amendments and EIR (if applicable) are intended for adoption by City Council or Board of Supervisors
- (b) Jurisdiction has plans to ensure that development proposals conform to both the plan and community expectations.

**PDA Plans must be completed within 30 months from execution of the funding agreement.** Planning funds not invoiced within 30 months will revert to the planning program.

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### PDA Planning Program Discussion Summary

	PDA	Brief Description	Estimated Funding	Local Match
Benicia	I-780/Benicia Industrial Park Employment Growth Area	Traffic circulation analysis. Employment and Soltrans transit link. In-county employment retention opportunities.	\$150,000	Yes
Dixon	Downtown Specific Plan	Update the Dixon Downtown Revitalization Plan (1996) to a Specific Plan. The Specific Plan will take into account land use changes and traffic circulation related to, but not limited to housing, SR 113, Future Capitol Corridor Train Station, and Dixon High School relocation.	\$75,000	Yes
Fairfield	Downtown and West Texas St PDA Specific Plan	Builds upon existing planning to develop a comprehensive vision for the Downtown South and West Texas Street Gateway Priority Development Areas.	\$850,000	Yes
Rio Vista	Downtown Specific Plan	Develop a Downtown Specific Plan for the waterfront, downtown, housing, SR 12 corridor and transit.	\$250,000	yes
Suisun	Downtown Specific Plan	Updates 1999 Downtown Specific Plan Update the 1999 Downtown Specific Plan to assist in the City's General Plan Update and Zoning Ordinance Update to provide policy and guidelines for developers; staff commented that current specific plan is strong enough. Updated Specific Plan to focus on sustainable communities strategies, parking policies, consistency in land use and policy among the General Plan and Zoning ordinance, and programmatic environmental review.	\$150,000	Yes
Vacaville	Not Defined	Not Defined. City of Vacaville is concentrating on General Plan completion. The City would benefit from a later call for projects.	Not Defined	Not Defined
Vallejo	Staff discussed several options including Downtown Specific Plan	Vallejo has opportunity areas for consideration and the likely candidate is a follow up planning implementation document for Sonoma Blvd. which builds on the recently adopted concept plan. Sonoma Blvd is largely outside of their current PDA. Other opportunity is for Downtown Specific Plan.	Not Defined	Yes

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DATE: February 19, 2013  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Solano County Priority Conservation Area (PCA) Update

---

**Background:**

The Association of Bay Area Governments (ABAG) designated Priority Conservation Areas (PCA) in 2007. PCA's are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Although agriculture preservation was an intent for PCA designations, ABAG's original emphasis focused on areas for conservation and open space acquisition. Solano County currently has five (5) ABAG designated PCA's:

<u>PCA</u>	<u>Sponsor Agency</u>
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
Blue Ridge Hills (Vaca Mountains)	Solano County
Western Hills (including part of the Vallejo Lakes Property)	Solano County
Tri City and County Cooperative Planning Area	Solano County
Baytrail and Ridge Trail	ABAG

ABAG has not accepted new PCA submittals since 2007 and no funding programs were established to implement PCA's until recently. A map illustrating the locations of the PCA's is included as Attachment A.

**Discussion:**

The Metropolitan Transportation Commission (MTC) approved \$5 million in Surface Transportation Program (STP) funds as a pilot program for implementing PCA's in the North Bay. The funding was included as part of the OneBayArea Grant (OBAG) Program. Solano County is anticipated to receive \$1.25 million out of the \$5 million available. This funding amount is with concurrence of MTC and based on discussions with Marin, Napa, and Sonoma counties. Each of the four North Bay Congestion Management Agencies have discussed this distribution of the \$5 million available to the North Bay.

The goal for this pilot funding cycle is to demonstrate to MTC and ABAG that Solano County has ideal projects that correspond with the intention of PCA's and to advocate for a permanent fund program for these types of activities. To achieve this goal, STA staff is recommending a two part approach:

1. Initiate a Farm to Market/ Agriculture Preservation Capital Improvement Project; and
2. Develop a Priority Conservation Area Assessment Plan.

STA partnered with the County of Solano to identify an initial ideal capital improvement project for the PCA funding within the Suisun Valley. The County previously adopted a Strategic Plan for Suisun Valley to provide a vision and plan for the long-term agricultural viability of the valley. The Strategic Plan was adopted by the County Supervisors on February 1, 2011 as a follow up to their General Plan Update completed in 2008. STA staff is recommending \$1.175 million for the County to construct improvements identified in the Plan. The Suisun Valley Farm to Market Phase 1 project involves construction of bicycle and pedestrian improvements and staging areas at Mankas Corner, Rockville Road, Abernathy Road and LedgeWood Road. A complete project description is included as Attachment B. County staff is confident the project can be delivered within the required timeframe of the PCA funding and can meet the local match requirement of 11.47%.

STA staff is also recommending \$75,000 to develop a PCA Assessment Plan. The initial goal is to re-evaluate the PCA's that were designated back in 2007 and look for other opportunity areas for PCA Designation. An example for designation consideration includes the Vacaville–Dixon Green Belt. In addition, at least one PCA boundary needs to be realigned (i.e. the Fairfield–Vacaville Greenbelt). A tentative scope of work is included as Attachment C. The scope of work is expected to be discussed further with a stakeholder group before a formal STA staff recommendation for approval. The stakeholder group is intended to include representatives from:

- Solano Land Trust
- Tri-City and County Cooperative
- Greater Vallejo Recreation District
- Solano Irrigation District
- Department of Water Resources (Suisun Marsh Program)
- Resource Conservation Districts
- Solano Farm Bureau
- Solano Planning Directors Group
- Suisun Valley Growers
- Bay Trail and Ridge Trail
- Other Participants

The PCA Assessment Plan Scope of Work is anticipated to be brought back to the STA Board for recommended approval at the April 10<sup>th</sup> meeting.

**Fiscal Impact:**

No impact to the STA's General Fund. The \$1.25 million for implementing Solano County PCAs is from Federal Surface Transportation Program (STP) funds provided by MTC to the STA. \$1.175 million is recommended for the Suisun Valley Farm to Market Phase 1 project. \$75,000 is recommended to develop a PCA Assessment Plan for Solano County.

**Recommendation:**

Forward a recommendation to the STA Board to approve the following project and plan for PCA fund allocation:

1. \$1.175 million for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project; and
2. \$75,000 for a Solano PCA Assessment Plan.

Attachments:

- A. Solano PCA Map
- B. Suisun Valley Farm to Market Phase 1 Construction Project Description
- C. Draft PCA Assessment Plan Scope of Work

# Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in Solano County

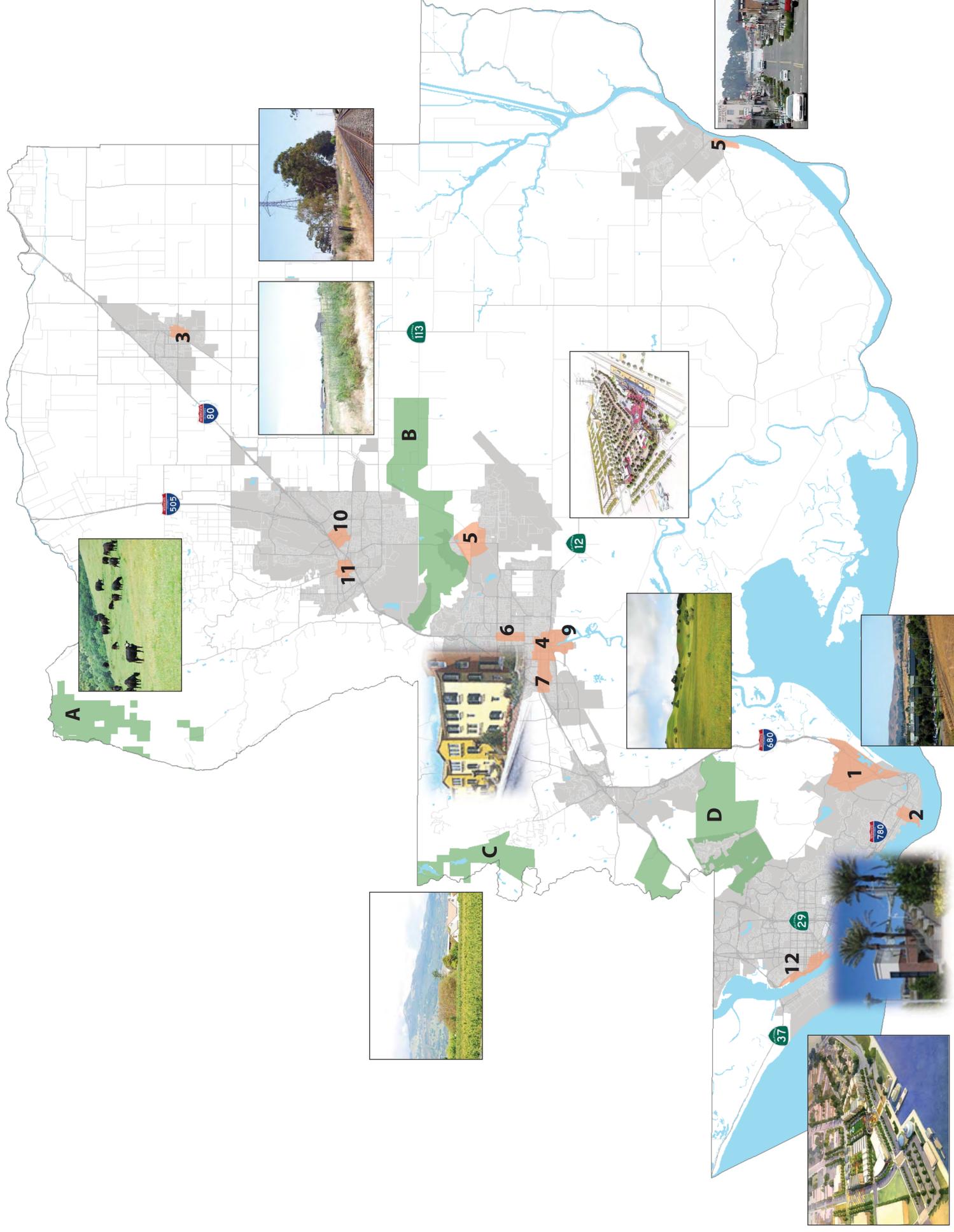


## Priority Development Areas

PDAs are locally-identified, infill and employment development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing or fostering more employment along with land use amenities and transit services.

## Priority Conservation Areas

PCAs are areas of regional significance that provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. The purpose of designating priority conservation areas is to accelerate protection of these key natural lands in Solano County.



Priority Development Areas (PDAs)	
Agency	PDA Name
Benicia	Benicia Industrial Park
Benicia	Downtown
Dixon	Downtown
Fairfield	Downtown South
Fairfield	Fairfield/Vacaville Train Station
Fairfield	North Texas Street Core
Fairfield	West Texas Street Gateway
Rio Vista	Waterfront
Suisun City	Downtown & Waterfront
Vacaville	Allison/Ulatis Area
Vacaville	Downtown
Vallejo	Downtown & Waterfront

Priority Conservation Areas (PCAs)	
Agency	PCA Name
Fairfield	Vacaville-Fairfield-Solano Greenbelt and Cement Hill
Solano County	Blue Ridge Hills (Vaca Mountains)
Solano County	Western Hills (including part of the Vallejo Lakes Property)
Solano County	Tri-City and County Cooperative Planning Area

## Detail Project Information Table

**BASIC INFORMATION**

<b>Sponsor:</b> Solano County	<b>Project Title:</b> Farm to Market Phase 1	<b>Project Description</b> Construct staging area with bicycle and pedestrian improvements at Mankas Corners and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Susuin Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun Parkway to Mankas Corner Road) and Ledgewood Road (from Suisun Valley Road to Mankas Corner Road).
<b>TIP or Project ID:</b>	<b>Primary Contact:</b> Nick Burton	

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Farm to Market	13-14		\$ 265,000				\$ 265,000
Local	13-14		\$ 35,000				\$ 35,000
Farm to Market	14-15			\$ 35,000			\$ 35,000
Local	14-15			\$ 5,000			\$ 5,000
Farm to Market	15-16					\$ 904,000	\$ 904,000
Local	15-16					\$ 118,000	\$ 118,000
							\$ -
							\$ -
<b>Project Phase Total:</b>			\$ 300,000	\$ 40,000	\$ -	\$ 1,022,000	\$ 1,362,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval			
OBAG Planning Requirements Met			
TIP Programming			
Request PE authorization?			
Receive PE authorization?			
Field Review	6/15/2013		
Federal Environmental Type			CE
Technical Reports to Caltrans			
Environmental Circulation/Permits			
Environmental Adopted	1/15/2015		
Request PS&E authorization?			
Receive PS&E authorization ?			
Final Design	12/1/2014		
Request ROW Authorization			N/A
Receive ROW Authorization			N/A
Need ROW Acquisition?			N/A
Need Utilities Relocation?			N/A
ROW Cert	2/15/2015		
Request CON Authorization?	2/15/2015		
Receive CON Authorization?	3/15/2015		
Advertise Date	4/1/2015		
Contract Award Date	5/1/2015		
Project Completion	9/15/2015		
Project Closeout	11/15/2015		

Project Map

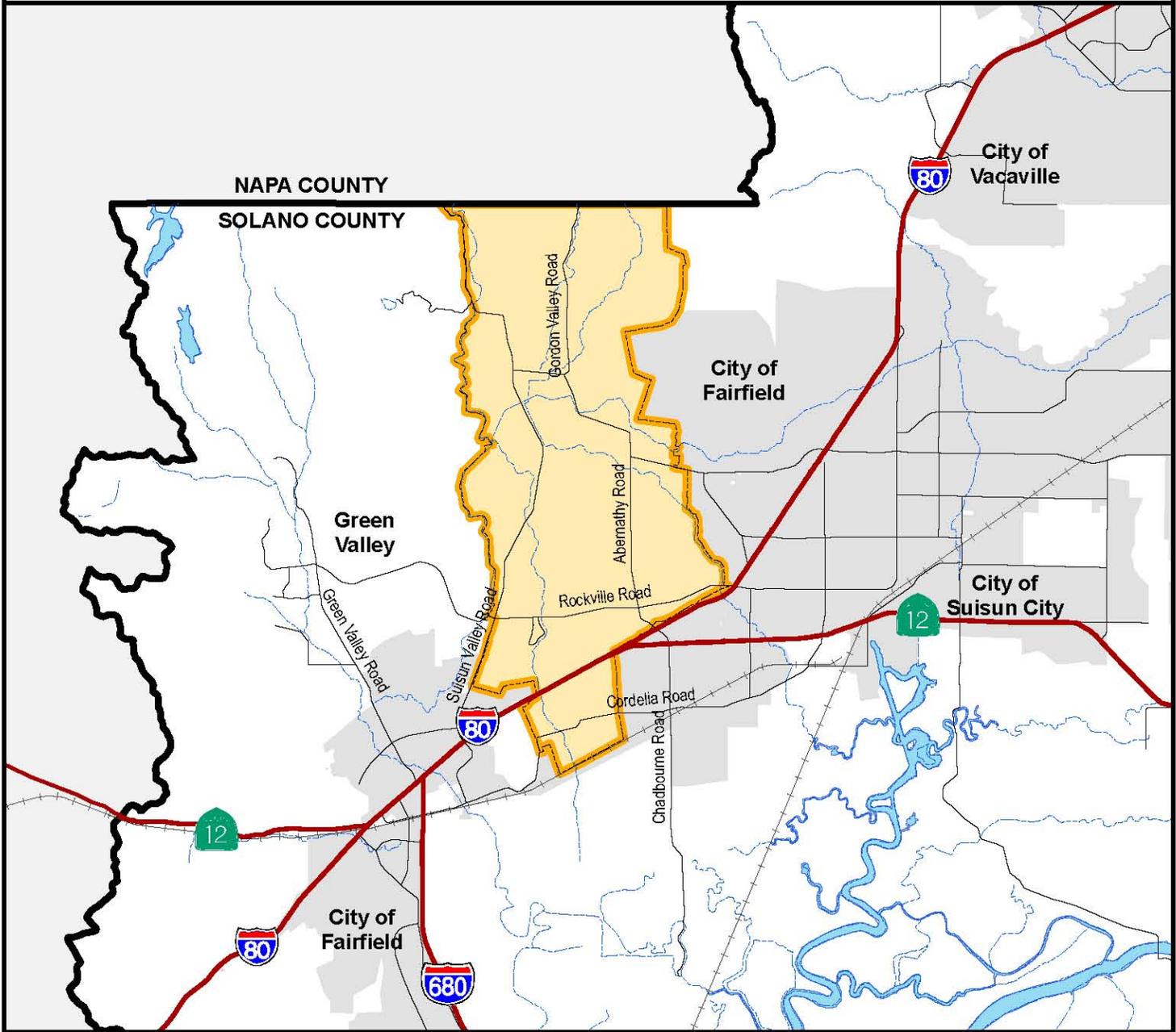
Potential Project Issues

Additional Comments:

# Suisun Valley Strategic Plan

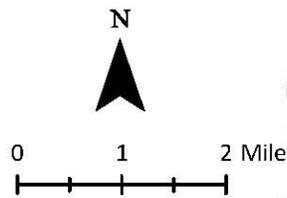
## Figure 1-1

### Regional Context



#### Legend

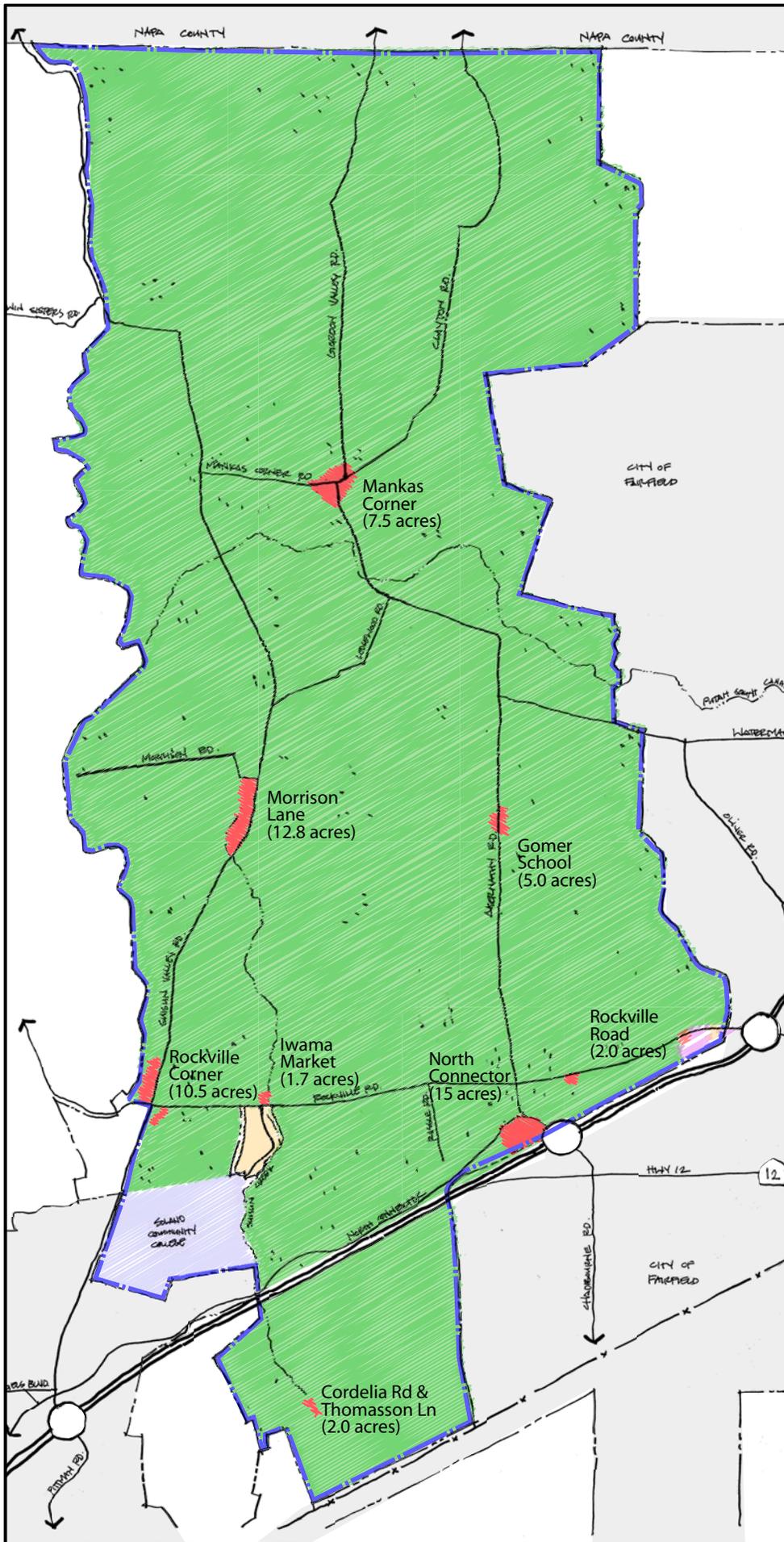
- Highways
- Roads
- Railroads
- Streams and Creeks
- Major Water Features
- Suisun Valley Strategic Plan Area
- City Boundaries



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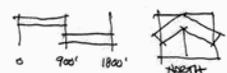
Figure 2-2

Neighborhood Agricultural/  
Tourist Centers



Land Use Designations

-  Agriculture
-  Traditional Community - Residential
-  Neighborhood Commercial
-  Service Commercial
-  Public/Quasi-Public
-  Neighborhood Agricultural/Tourist Center



## Draft Scope of Work – Solano Priority Conservation Areas (PCA) Assessment Plan

### 1. PCA Background/ABAG and MTC Designation Process

### 2. Identify and describe existing designated PCA's:

<u>PCA</u>	<u>Sponsor Agency</u>
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
Blue Ridge Hills (Vaca Mountains)	Solano County
Western Hills (including part of the Vallejo Lakes Property)	Solano County
Tri City and County Cooperative Planning Area	Solano County
Baytrail and Ridge Trail	ABAG

### 3. Identify area opportunities for new PCA designations and barriers for existing PCA implementation

- a. Explore agency designations/affiliated policies

### 4. Define or quantify the viability of an agricultural area or an open space area sustainability

- a. Are there areas or resources that are especially important to the viability of agriculture and open space?
- b. Map existing agricultural and open space areas, and show areas critical to viability.
- c. Which areas produce the most revenue?
- d. Which areas have the most visitors?

### 5. Transportation/Land Use link to PCAs

- a. Identify how agricultural and open space areas are accessed
- b. What roadways provide access to identified agricultural and open space areas, and/or to areas critical to viability?
- c. What bicycle and pedestrian facilities are used to access these areas?
- d. What are the conditions of these roadways and facilities?
- e. Map/list congestion

### 6. What transportation investments will maintain or enhance agricultural and open space viability?

- a. Fix it First/maintain what we have
- b. Improve local access
- c. Improve non-local access
- d. Identify existing plans and projects that will meet any of the identified needs

### 7. Implementation Strategies

- a. Policies
- b. Performance Measures
- c. Potential fund sources

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DATE: February 22, 2013  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Comprehensive Transportation Plan (CTP) Past Activities Chapter

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**Background:**

The Solano Comprehensive Transportation Plan (CTP) is the STA's foundation planning document, setting the goals and policies that guide the selection of projects and programs for funding. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit. The current CTP was adopted in 2005. An update is being prepared at this time, with adoption scheduled for the summer of 2013.

The core of the Solano CTP is the three elements. However, other chapters also make up the document. The Solano CTP does not currently contain a review of what policies have been implemented and/or what projects have been initiated/completed.

**Discussion:**

The proposed Past Activities chapter of the Solano CTP is designed to illustrate what has been achieved since the Solano CTP's adoption in 2005. This review of achievements will provide context for the upcoming Elements that establish policies for STA decision making.

The chapter is organized by CTP element. Projects that have been started are described in general terms; cost details are left out. In following the literary style of the new CTP, the chapter starts with an appropriate, well known quote – Shakespeare's "What's past is prologue." Since the chapter is also intended to lead into the discussion in the main elements of how to improve the Solano transportation system, the chapter also ends with the second half of the quote – "what's to come, in yours and my discharge."

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Solano CTP Past Activities Chapter as shown in Attachment A.

Attachment:

- A. Solano CTP Past Activities Chapter

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# SOLANO COUNTY COMPREHENSIVE TRANSPORTATION PLAN REVIEW 2005 to 2012

Report Prepared February | 2013



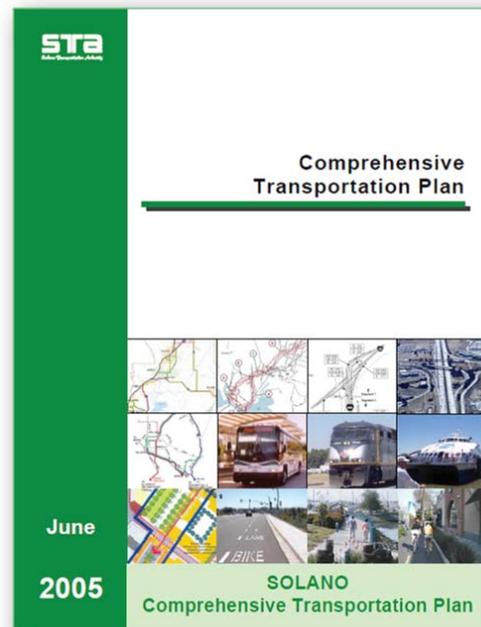


# “What’s past is prologue...” - Shakespeare

The current Solano Comprehensive Transportation Plan (CTP) was adopted in June of 2005, and consisted of three independent elements: Arterials, Highways and Freeways; Transit; and, Alternative Modes. The 2005 Solano CTP was designed to address the following needs:

- Preserve and enhance the quality of life
- Serve all members of the community
- Maintain existing facilities and services
- Enhance regional and local mobility
- Expand travel choice
- Link transportation and land use planning
- Improve accessibility
- Enhance safety
- Support economic development

The 2005 Solano CTP included a 27-item project list, with a total funding need in 2005 dollars of \$5.7 billion. Assuming a 3% annual rate of inflation, that same project list would cost approximately \$7.2 billion to construct in 2013. In the following pages, each Element’s major goals and projects are examined, with an emphasis on what has been accomplished in the last 7 years.





## Arterials, Highways, and Freeways Element

The goal for the 2005 Solano CTP is succinctly stated:

Develop a balanced transportation system that reduces congestion and improves access and travel choice through the enhancement of roads.

In order to fulfill this goal, the primary objective of the Arterials, Highways and Freeways (AHF) element was to preserve the current system. One of the 2005 Solano CTP tasks to help fulfill this goal was to identify Routes of Regional Significance (RORS), those roadways most critical to an effective transportation network in Solano County. The 2005 Solano CTP set a target of maintaining a Level of Service (LoS) of E or better on those roadways, and creating long-term plans for capacity and safety improvements.

The Congestion Management Program (CMP) is STA's primary tool for monitoring LoS on RORS. The most recent edition of the CMP (2011) shows 4 local roadways or intersections involving RORS where the LoS has worsened since 2005.

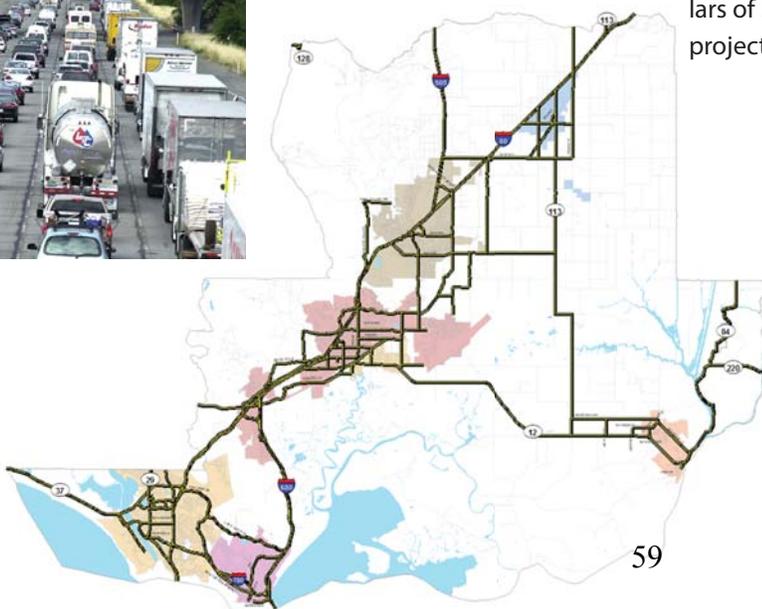
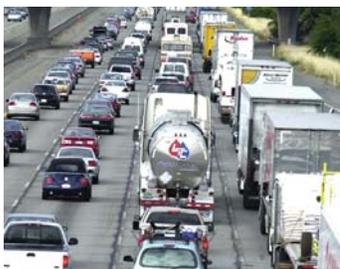
Other objectives included the improvement of the interstate and state highway systems, including the addition of High Occupancy Vehicle (HOV) lanes and improving

major interchanges. The 2005 Solano CTP also initiated the idea of developing a traffic management system – now commonly referred to as an Intelligent Transportation System (ITS) – to make use of the roadway system

“Develop a balanced transportation system that reduces congestion and improves access and travel choice through the enhancement of roads.”

safer and more efficient. A number of ITS elements, such as changeable message signs and closed circuit TV road monitoring, have been installed, while others, such as ramp metering, are in process, but not yet ready to activate. These elements were added as part of Metropolitan Transportation Commission's (MTC's) Freeway Performance Initiative.

The 2005 Solano CTP AHF Element identified 10 specific projects and 5 multi-element projects in order to advance these goals, with a total price tag in 2005 dollars of \$4.176 billion. Those projects, and the identified project cost as of 2005, are shown on the following page:





**Table 1 – Solano Comprehensive Transportation Plan 2030 Funding Needs Summary**  
(All costs in millions of 2005 dollars - Revised on 01-24-05)

Project/ Program	Total Costs (Remain)	Committed Funding	New Committed Funds	CTP Shortfall	CTP Vision Funds	CTP Shortfall After Vision
<b>Arterials, Highways, &amp; Freeways Element</b>						
I-80/I-680/SR 12 Interchange	769.0	147.7	159.8	461.5	250.0	211.5
Jepson Parkway Project	97.9	22.2	43.0	32.7		32.7
SR 12 (Jameson Canyon2) (4-lanes)	51.1	2.0	49.1	0.0		0.0
SR 12 (Jameson Canyon2) safety projects	2.0	0.0	0.0	20.0	20.0	0.0
I-80/680/780 Corridor Improve. (Mid term)	357.3	0.0	94.4	262.9	262.9	0.0
I-80/680/780 Corridor Improve. (Long term)	709.0	8.0	0.0	701.0	87.1	613.9
Local Interchange Improvements	418.0	0.0	2.0	416.0	-	416.0
Widen SR 37to 4 lanes with mitigation	154.5	0.0	0.0	154.5		154.5
SR 12 capacity Improve. (I-80 to Sac. River)	105.0	0.0	3.3	101.7	55.0	46.7
SR 113 (I-80 to SR 12)	50.0	0.0	0.0	50.0		50.0
Road maintenance (regional roads – MTS)	43.6	43.6	0.0			0.0
Road maintenance (local roads – non MTS)	919.0	324.2	41.0	553.8	210.0	343.8
SR 12 Safety Projects (I-80 to Sac. River)	42.7	36.0	6.7			0.0
Safety Projects	100.0		3.0	97.0	51.2	45.8
Local Arterial Improvements	339.4	29.6		309.9		309.9
<b>Sub Total</b>	<b>\$4,176.5</b>	<b>\$613.2</b>	<b>\$402.3</b>	<b>\$3,161.0</b>	<b>\$936.2</b>	<b>\$2,224.8</b>



Of the projects on this list, four have been completed (I-80/680/780 Corridor Improvements – HOV lane, widen SR 37 to 4 lanes through Vallejo, SR 12 Jameson Canyon Safety Projects and SR 12 Safety Projects) and one started a two-year construction schedule in the spring of 2012 (Jameson Canyon 4-Lane widening). One additional project has completed environmental clearance and is in design (Jepson Parkway) for two segments, and is expected to begin construction in approximately two years. Another project has achieved completion of environmental clearance (Phase I of the I-80/I-680/SR-12 Interchange), and the relocation and reconstruction of the eastbound Cordelia truck scales, which are part of the I-80/I-680/SR-12 Interchange, is under way. A corridor study has been completed for SR 113 from I-80 to

There were two major projects on Routes of Regional Significance in the 2005-2013 time period – construction of the east and central segments of the North Connector and the reconstruction and reopening of McGary Road between Fairfield and Vallejo. The North Connector parallels the north side of I-80 in western Fairfield. This roadway is a mix of new construction and integration of existing streets in the City of Fairfield. It provides a non-freeway alternative for local drivers in the Cordellia and Green Valley areas. McGary Road is an existing road that parallels I-80 from Hiddenbrook Parkway in Vallejo to Red Top Road in Fairfield. The road was closed due to landslide damage, but was reconstructed (with additional pavement to allow for a Class 2 bicycle lane) and reopened in 2011.



SR 12. In 2011, the STA adopted the SR 12 East Rio Vista Bridge Relocation Study, which lays out 4 alternatives for the relocation of the SR 12 Bridge across the Sacramento River. In June of 2012, the multi-agency SR 12 Comprehensive Evaluation and Corridor Management Plan was completed. Considering that Solano is the only Bay Area county without a local sales tax dedicated to transportation projects, this is an impressive record of major roadway improvements over the 8-year period between 2005 and 2013.



There were also two major interchange projects constructed during this time period – North Texas Street in Fairfield and the Rose Drive overcrossing in Benicia. The City of Fairfield completely reconstructed the North Texas Street interchange with I-80 to accommodate the connection to the new Manual Campos Expressway. The City of Benicia and STA worked together to fund Benicia constructed a new bicycle/pedestrian overcrossing that parallels the existing Rose Drive overcrossing of I-780, allowing for safer access to the Benicia State Park area.





One of the tools used to measure the state of local roadways is the Pavement Condition Index (PCI). PCI is rated as a score from 100 (perfect pavement) down. As PCI deteriorates, the cost of street maintenance increases, to the point where a road with a PCI of 64 (the current Solano average) costs 3 to 4 times as much to maintain as a street with a PCI above 70. The table below shows the trend in Solano jurisdiction's PCIs since 2005, using data compiled by MTC:

**Table 2 – Solano County PCIs Since 2005**

Jurisdiction	2005	2006	2007	2008	2009	2010	2011	2005-2012
Benicia	70	70	68		66	63	61	-9
Dixon	79	81	77		76	76	78	-1
Fairfield	78	77	75		73	73	73	-5
Rio Vista	55	51	48		45	42	47	-8
Suisun City	56	53	50		55	62	68	+12
Vacaville	76	78	79		77	76	73	-3
Vallejo	54	54	54		53	53	51	-3
County	59	58	61		64	67	67	+8



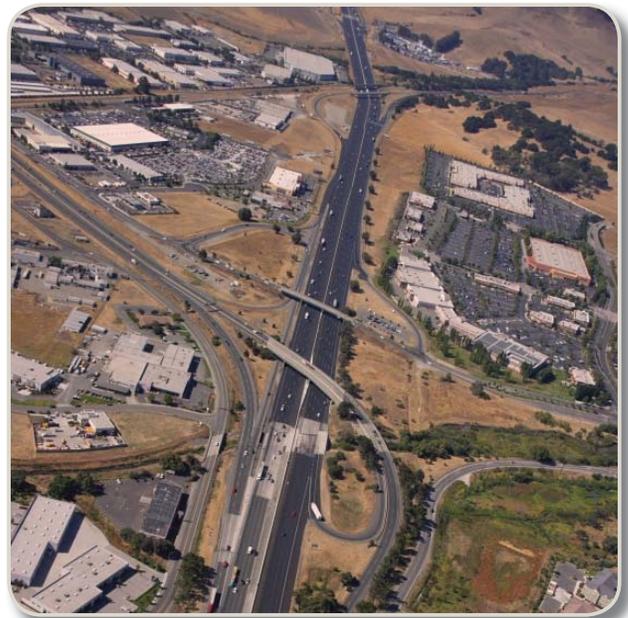


## Solano County Comprehensive Transportation Plan

In addition to attempting to maintain local roads, STA has worked with Caltrans to make sure that interstate and state highways are maintained. The “Pave 80” project in 2009 and 2010 resulted in the repaving of I-80 from the Carquinez Bridge in Vallejo to Leisure Town Road in Vacaville, with the remainder of I-80 between Dixon and Vacaville to be repaved in 2013.

Finally, in the 2005 to 2012 time period, the STA has substantially upgraded its traffic modeling capacity. The STA traffic model, also known as the Napa-Solano Traffic Model, is based upon land use data (existing and projected) for 742 zones in Solano County and 1,702 zones in surrounding counties. The model was significantly upgraded in 2007 as part of an MTC-funded study on the I-80 corridor, and the local land use data was further refined in 2010, and now more effectively deals with truck traffic, trips from outside of the region that pass through Solano County, and the impacts of ride sharing and HOV lanes. STA has also more effectively integrated its modeling work with MTC. These efforts have advanced the 2005 Solano CTP AHF Objective F, Enhance Travel Forecasting Tools.

Overall, the AHF element has seen modest improvements since 2005, with a slight overall countywide loss of PCI but important improvements in specific new roads and lanes (including the county’s first HOV lane segment) and installation of initial ITS assets.



*Photo Courtesy of Caltrans District 4*



## Transit Element

The Transit Element of the 2005 CTP addresses 5 aspects of public transit; intercity bus, intercity passenger rail, ferry service, intercity transit for senior and disabled, and support systems. The Transit Element set the ambitious goals of doubling the number of intercity transit trips by 2030 (from 6,000 in 2005 to 12,000 in 2030). To do so, the Transit Element proposed expanding the areas covered by intercity transit services, and increasing service frequency, quality and ease of access. Specific proposed improvements were:

- Fifteen minute peak hour ferry service from Vallejo to San Francisco;
- Thirty minute peak and 60 minute non-peak intercity passenger rail service with one or more new stations; and
- Triple intercity bus service, including adding three new Sunday intercity routes.

In order to help advance these goals, the 2005 Solano CTP Transit Element identified five funding programs for vehicle replacement and operational expenses, and one project of mixed train station and track improvements. Additional funds for park-and-ride lots were recommended in the Alternative Modes element. The total investment for these programs was \$1.227 in 2005 dollars. The 2005 Solano CTP Transit Element program list is shown in Table 3.



**Table 3 – Solano Comprehensive Transportation Plan 2030 Funding Needs Summary**  
(All costs in millions of 2005 dollars - Revised on 01-24-05)

Project/ Program	Total Costs (Remain)	Committed Funding	New Committed Funds	CTP Short-fall	CTP Vision Funds	CTP Short-fall After Vision
<b>Transit Element</b>						
Expanded Express Bus (cap. and op.)	158.8	82.0	5.0	71.8	71.8	0.0
Vallejo Transit Capital Replacement	572.9	519.1	43.4	10.4	0.0	10.4
Capitol Cor. Train Stations and Track Imp.	73.0	30.0	10.0	33.0	0.0	33.0
Sacto-Rich-Oak. Commuter Rail (cap./op.)	113.0	0.0	0.0	113.0	113.0	0.0
Vallejo Baylink Ferry Service (cap./op.)	180.1	130.1	0.0	50.0	50.0	0.0
Senior and Paratransit Expansion (cap./op.)	129.1	0.0	0.0	129.1	105.0	24.1
<b>Sub Total</b>	<b>\$1226.9</b>	<b>\$761.2</b>	<b>\$58.4</b>	<b>\$407.3</b>	<b>\$339.8</b>	<b>\$67.5</b>



Solano County Comprehensive Transportation Plan

The 2005 Solano CTP Transit Element identified nine intercity bus routes in operation in 2005, providing service between various Solano cities, to the BART stations in Contra Costa County, to San Francisco, and to Davis and Sacramento. The Capitol Corridor ran twenty-four trains per day (twelve round trip trains), with the end-point stations being Sacramento (with one daily trip to Auburn) and San Jose (with two trains stopping in Oakland). The City of Vallejo operated the Baylink Ferry Service, with 15 trips per day.



Paratransit is transit services for people whose disabilities prevent them from using regularly scheduled transit services (also called fixed-route services). Each local transit operator is required to provide paratransit services that are comparable to the fixed-route services in the area. In the 2005 CTP, paratransit was not provided a numeric goal, but did have the overall objective of shifting those riders who could use regular transit services on to them, so that specialized Paratransit services could be focused on those who could not use regular transit services.

In order to move from the service described in the 2005 Solano CTP Transit Element to the desired goal of 12,000 daily intercity bus, train and ferry trips and extension of service to Sundays, the 2005 Solano CTP Transit Element recommended development of a comprehensive transit system, although it does not propose a single manager/operator of such a system.

The 2005 Solano CTP Transit Element goal of expanding

transit system availability and ridership and providing focused Paratransit services has met with mixed success. The intercity bus system has more effective coordination through the Solano Express Intercity Transit Consortium and STA. The cities of Benicia and Vallejo consolidated their bus services in 2011 into a single provider through a joint powers agreement that includes the STA and the development of an Intercity Transit Funding Agreement, named Solano County Transit (SolTrans). Daily intercity bus ridership stands at 3,755. The Capitol Corridor train service has expanded to 32 trains (16 round trip trains) per day, and averages 530 trips per day. The Capitol Corridor also provides 11 weekend trains. The City of Vallejo's Baylink ferry service was taken over by the Water Emergency Transportation Authority (WETA) on July 1, 2012, and the number of daily ferry trips has been reduced by WETA from 15 to 10.5 (11 summer and 10 winter); the number of daily passengers has also fallen, from 2,300 to 1,827. Solano County's total aggregate daily ridership is 6,112, an increase of 1.9% since 2005.





Paratransit services have undergone a profound change. Solano Paratransit provided daily trips and was operated by the City of Fairfield as a multi-jurisdictional provider of paratransit services for intercity paratransit. It was dissolved by STA in July 1, 2009 after the City withdrew its financial and administrative support. In its place, an intercity taxi scrip program has been established for ADA ambulatory riders only. As of February 2010, the taxi scrip program provided 9,633 trips to and from eligible destinations in calendar year 2012.

The single biggest obstacle faced by transit operators since 2005 is the increased cost of operating and maintaining the transit vehicle fleet. The average cost per revenue hour has increased from \$75.76 in 2005 to \$93.11 in 2010. At the same time, all aspects of the economy have seen a significant downturn, beginning in 2008, that has resulted in lower operating revenue subvention from the state and lower ridership. The impact has been felt more at the local level than at the intercity bus level, which has maintained steady ridership.

Consolidating some or all of the six city-operated Solano transit services was evaluated by the STA Board and the member agencies. A countywide Transit Consolidation Study was completed in Fall of 2007 that presented potential transit consolidation options. The STA Board approved the following in 2009:

- Consolidation of Benicia and Vallejo transit
- Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services

The Solano County Transit (SolTrans) joint powers agreement was approved by the member agencies City of Benicia, City of Vallejo, and the Solano Transportation Authority in the Fall of 2010 to consolidate Benicia and Vallejo transit services.

Solano County's greatest transit progress over the past 7 years has been in the construction or expansion of multi-modal centers and in improvements to the intercity bus fleet. Vacaville opened a new multi-modal transit center in 2010, and Vallejo opened a new downtown bus transfer center in 2011, with a parking garage to support both the intermodal and ferry facilities opening in 2012. The City of Dixon has developed detailed plans for a multimodal center in their downtown, including a Capitol Corridor stop, and has funded a grade separation for pedestrians that can also act as a center access point for the proposed train service. Fairfield opened a new Park and Ride lot with 214 spaces at the Red Top Road and I-80 intersection in 2012, and is scheduled to begin construction on a new multi-modal rail station center on Peabody Road, anchored by a Capitol Corridor train station, in 2014. The quality of the intercity bus fleet has also improved, with newer and roomier buses with more comfortable seats and connections for portable electronic devices. The Capitol Corridor has also improved the amenities provide in its rail cars, including the late-2011 activation of a wireless network, and added rail cars to expand service capacity.

Overall, the intercity transit services identified in the 2005 Solano CTP Transit Element have lost some ground since its adoption, largely due to the loss of local control of the ferry service in Vallejo and the twin impacts of increased operations and maintenance costs coupled with lower revenues due to the 2008 economic downturn resulting in a decrease in riders. The Capital Corridor train service has seen sustained expansion of service and riders and the SolanoExpress Intercity Service has slightly increased its riders.





## Alternative Modes Element

The Alternative Modes Element of the 2005 CTP focused on a wide range of proposals that fell outside of the traditional classification of roadway or public transit. The Alternative Modes Element included 7 Goals, including:

- Short- and long-term improvements to the bicycle and pedestrian system and improvements to multi-modal connections;
- Development of a Transportation for Livable Communities (TLC) enhancement program;
- Expansion of ridesharing
- Exploration of how to support alternative fuels

The Alternative Modes Element identified five funding programs to help advance the Element goals. Those items are shown in Table 4 below, and had a 2005 estimated total cost of \$140 million.

The Alternative Modes goals have seen advancement across a broad front since the Solano CTP’s adoption in 2005. This included adopting and implementing county-wide master plans and projects for bicycle and pedestrian transportation, developing and implementing an effective Countywide TLC program, and increasing ridesharing facilities and participation. Only in the field of alternative fuels was the progress nominal.

### *Bicycle and Pedestrian Plans*

The first Solano Countywide Bicycle Plan was adopted in 1995; the 2004 update of the Solano Countywide Bicycle Plan incorporated Vallejo and Benicia projects as part of a single countywide document. The 2012 Countywide Bicycle Plan, initiated in 2010 and completed in early 2012, accounted for projects constructed since 2004 and brought in new local and regional priorities and connections.

**Table 4 – Solano Comprehensive Transportation Plan 2030 Funding Needs Summary**  
(All costs in millions of 2005 dollars - Revised on 01-24-05)

Project/ Program	Total Costs (Remain)	Committed Funding	New Committed Funds	CTP Short-fall	CTP Vision Funds	CTP Short-fall After Vision
<b>Alternative Modes Element</b>						
Bicycle Improvements	56.0	19.5	2.3	34.2	-	34.2
Pedestrian Improvements	572.9	519.1	43.4	10.4	0.0	10.4
Capitol Cor. Train Stations and Track Imp.	73.0	30.0	10.0	33.0	0.0	33.0
Sacto-Rich-Oak. Commuter Rail (cap./op.)	113.0	0.0	0.0	113.0	113.0	0.0
Vallejo Baylink Ferry Service (cap./op.)	180.1	130.1	0.0	50.0	50.0	0.0
Senior and Paratransit Expansion (cap./op.)	129.1	0.0	0.0	129.1	105.0	24.1
<b>Sub Total</b>	<b>\$1226.9</b>	<b>\$761.2</b>	<b>\$58.4</b>	<b>\$407.3</b>	<b>\$339.8</b>	<b>\$67.5</b>



The Countywide Pedestrian Plan began in 2002 as part of a joint effort with the County of Solano to inventory and prioritize trails and pathways throughout Solano County. The 2002 Solano Countywide Trails Plan identified a total length of 216 miles of combined existing and planned trail paths in the cities and unincorporated Solano County areas. This included regional trail segments that are part of the San Francisco Bay Area Ridge Trail and the Association of Bay Area Government's Bay Area Bay Trail. The STA Board replaced the Solano Countywide Trails Plan by adopting the Solano Countywide Pedestrian Plan in 2004. The primary difference between the plans is that the 2004 Countywide Pedestrian Plan included a stronger link to pedestrian oriented development and other smart growth concepts associated with the Metropolitan Transportation Commission's (MTC) Transportation for Livable Communities (TLC) Program. Like the Bicycle Plan, the Pedestrian Plan update was completed in early 2012.

In 2005, STA developed the Solano Bicycle and Pedestrian Project (SBPP) program, which provided an integrated review of projects and available project funds, and allocated available bike and ped funds for priority projects one time federal stimulus ARRA funds, and a regional focus by the Metropolitan Transportation Commission in bike and ped projects with 2/3 for bike projects and 1/3 for pedestrian projects.

The combination of two contemporary master plans, available funding and the SBPP fund program led to the delivery of a number of important bike and pedestrian projects in the 2005 – 2012 time period. Those include:

- Completion of the Davis-Dixon Class II bike connection, and extension of the Dixon-Vacaville Class II route from Dixon to Hawkins Road.
- Completion of the Class I Central County bikeway in Suisun City along SR 12, and opening of the first phase of the McCoy Creek bike path from SR 12 to Pintail Drive.
- Reconstruction and reopening of McGary Road from Red Top Road to Lynch Canyon.

- Construction of the Rose Drive overcrossing of I-780 in Benicia.
- Extension of the Vacaville Creekwalk to McClellan Street.
- Completion of the Wilson Avenue multi-use path along the Mare Island Strait in Vallejo.
- Connection of the Class I bike path on the new Benicia-Martinez Bridge to the Benicia bicycle path network.
- Construction of first phases of the Ulatis Creek Bike Path and Vacaville Dixon Bike Route.

In the summer of 2012, the STA Board approved the development of a countywide bicycle wayfinding sign program. This program provides a unified design theme for the countywide bicycle system, and will also assist cities and the county in the purchase and installation of these signs. These signs, working in conjunction with updated paper and on-line bicycle route maps, will improve the usability of the system for both serious and casual users. Implementation is scheduled for 2013/2014.



Photo Courtesy of Caltrans District 4



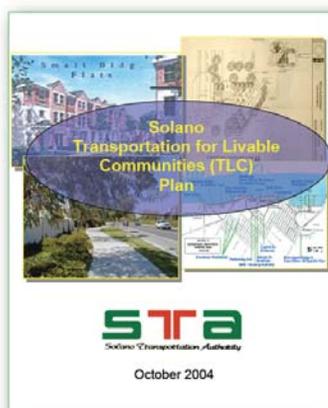
### *Transportation for Livable Communities (TLC)*

STA continues to implement funding for Transportation for Livable Communities (TLC), both to develop plans and to construct infrastructure that supports pedestrian and bicycle activities in transit-supporting development areas. The Solano TLC toolkit was developed by the STA in 2003 and supported a Partners in Planning Conference for local elected officials, planning commissioners, local planners and private developers TLC ideas, held in April of 2003. The STA's initial TLC Plan was adopted in 2004. This was the first County TLC developed in the Bay Area. Since that time, the Solano TLC program, with additional TLC funds granted by MTC, has funded the following tasks:

- Nine TLC Planning Grants totaling \$265,000
- Five TLC Capital projects, funded by \$4.4 million in grant funds

These planning and capital grants funded projects throughout the county, with special emphasis on three of Solano County's major transit centers: the Vallejo ferry terminal, the Fairfield Transportation Center and the Suisun-Fairfield Train Station.

In mid-2012, the STA Board adopted a new Transportation for Sustainable Communities (TSC) plan, as a successor to the TLC plan. The TSC plan identifies new projects and selection criteria, and focuses on ABAG's Priority Development Areas and MTC's projects designed to implement the state requirements contained in SB 375.



### *Ridesharing*

In the 2005 Solano CTP, the Ridesharing element identified approximately 250 vanpools operating into and out of Solano County, out of a total of 650 in the greater Bay Area. These vanpools accounted for 6,600 daily passenger trips. Carpool and vanpool riders accounted for approximately 20% of the daily commute trips for Solano residents and workers. Support for the formation of vanpools and carpools is provided by Solano-Napa Commuter Information (SNCI), a program run by STA, with funding provided by MTC, the Bay Area Quality Management District (BAQMD) and the Yolo Solano Air Quality Management District (YSAQMD). SNCI provided rideshare services for Napa and Solano Counties while a non-profit, RIDES, provided service for the rest of the Bay Area.

Since 2005, STA and the local jurisdictions have expanded their support for vanpools which provides rideshare service for the other seven Bay Area counties, and carpools, even as regional funding support has remained static. RIDES for Bay Area Commuters ceased to exist when MTC discontinued funding and was replaced by a consultant funded service. STA and Napa County Transportation and Planning Agency (NCTPA) still partner as part of the overall Regional Rideshare Program through SNCI and have taken a more active role in supporting vanpool and carpool creation and operation. As of December 2012, 225 of the Bay Area's 509 registered vanpools (44%) travel to, from, or through Solano County on a daily basis. This equates to approximately 2,475 van riders (4,950 trips per day). Sixty-two per cent of these vanpools (140 out of 225) originate in Solano County and travel to other counties. The number of vanpools with destinations in Solano County has doubled to 12% of Solano County vanpools. Fourteen percent of Solano County commuters carpool or vanpool, the highest rideshare rate in the entire Bay Area. In 2006 STA established the Solano Emergency Ride Home program, which is managed by SNCI for Solano and Napa counties.



By 2012, 61 employers were participating in and 461 employees registered for this program. SNCI administers a variety of incentives for carpools, vanpools, bikes and transit. Over 45 Solano large employers participate in an annual Solano Commute Challenge which encourages their employees to use a commute alternative like transit, carpool, vanpool, walking or biking.

### Alternative Fuels

The 2005 Solano CTP highlighted the STA's efforts in working with its member agencies to encourage the use of alternative fuels. This included funding the construction of twenty (20) electric charging stations, providing matching funds for compressed natural gas and electric motor fleet vehicles and creating public and private partnerships to promote clean air. The STA has continued coordinating clean air grant opportunities for fleet conversions and charging station installations with member agencies with incentives provided by the Bay Area and Yolo Solano Air Quality Management Air Districts. As a result, each major transit operator in Solano County has compressed natural gas, electric hybrid, or clean diesel engine technologies in their bus fleets. Going forward, the STA Board has approved the development of an Alternative Fuels and Infrastructure Plan to assess the current and future needs for Solano County.





## Conclusion

The two major themes of this 2012 Solano CTP are Strengthen the System and Reduce Stress by developing, operating and maintaining an integrated local and regional transportation system anchored on the I-80 corridor (Interstate highways 80, 680 and 780). In light of this focus, the years from 2005 through 2012 can be seen as making progress on several important fronts:

1. The core of the Solano County transportation system – I-80 – was strengthened by the Pave 80 maintenance project and the installation of the first HOV lanes in the county. In addition, the eastern and central segments of the North Connector were built, and work was started on the SR 12 Jameson Canyon improvements and the I-80 EB Truck Scales
2. In order to reduce stress on I-80, and other roadways as well, emphasis since 2005 has been on alternatives to the standard single occupancy vehicle. This includes transit support the continued funding of SNCI and the construction of new park-and-ride lots and transit centers, as well bicycle and pedestrian projects such as the Vaca-Dixon Bike Route, McGary Road and the Roe Drive overcrossing. More efficient use of the freeway system has been supported by the introduction of ITS infrastructure, while more efficient operation of transit services has been supported by the creation of SolTrans.

As impressive as these gains are, there is much more to be done, and the majority of the construction projects identified in the 2005 Solano CTP have not yet begun. Operation of programs, especially public transit, has become more difficult to fund and sustain.

The second half of Shakespeare’s quote is “what’s to come, in yours and my discharge.” Work done in the last 7 years is a good start on developing an effective, mature transportation system for Solano County. What to do about moving that story along is the subject of the rest of the Solano CTP.



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DATE: February 13, 2013  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Discussion of Agenda Topics for STA Board Retreat/Workshop

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**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's Overall Work Plan (OWP) for the forthcoming two fiscal years. Periodically, the STA Board has scheduled Board retreats or workshops intended to provide a more relaxed forum for the Board Members and Alternates to discuss aspects and query staff regarding topics that may be new, complex, innovative, controversial and/or require the participation and cooperation of multiple agencies to be successful.

Over the past eight years, the STA has held two Board workshops, the first in February of 2005 and a second workshop in June of 2011. Attached are agendas from each of those workshops that highlight the subject matter for each. Five of the six Board Member discussion items from the 2005 workshop are part of the STA's current 2012-13 and 2013-14 Overall Work Plan and all seven topics from the 2011 STA Board Workshop are part of the current STA OWP.

On January 9, 2013, the STA Board approved a recommendation from the 2012 STA Board Executive Committee for STA to schedule and organize a Board workshop for Board Members and Alternates prior to the March 13<sup>th</sup> STA Board meeting with a focus on the following three subject matters:

1. The I – 80 Corridor – Specifically System Management and Operational Improvements
2. Mobility Management Plan and Program
3. Discussion of Local Funding Sources

The STA Board workshop has been scheduled for Wednesday, March 13, 2013 at 12 noon to 5pm, at the Rancho Solano Meeting Facility located in Fairfield.

**Discussion:**

Based on discussion with the STA Board, staff has prepared a draft agenda and potential speakers for each of the three agenda topics. A copy is attached. Staff is recommending an approach that consists of the following:

- Introduction of the topic;
- Engaging the Board in a policy discussion pertaining to the subject matter;
- Obtaining policy direction; and
- Providing recommended follow up steps based on the participants' discussion.

Staff is proposing to introduce each subject matter with presentations and/or guest presenters. A package of relevant background information and policy questions pertaining to each subject matter will be provided to each of the participants prior to the workshop date. This will provide the eight STA Board members and their eight alternates with an opportunity to be more familiar and current on the subject matter. The policy questions are intended to focus some of the discussion on forthcoming decisions that will be facing the STA Board in the current year or could be considered as part of the STA's development and update of its overall work plan for FY 2013-14 and 2014-15. At the meeting, STA staff and relevant staff from TAC and/or Consortium or other partner agencies will be invited to participate in the discussion and/or to answer questions. Staff will summarize the discussion at the Board workshop and will then return to a subsequent Board meeting with recommendations for implementation based on the policy direction provided at the workshop.

The following is an initial summary of each agenda topic.

#### I-80 Corridor – System Management and Operational Improvements

For the past fourteen years, the STA has invested a significant amount of resources and energy in planning and improving the I-80 corridor through Solano County. In recent years, several important projects have been undertaken and/or completed. Historically, the STA has partnered with the California Department of Transportation (Caltrans) to fund and deliver these mobility and safety improvements. Caltrans is responsible for maintaining and operating California's state highway system and District 4 has been working with various Bay Area Congestion Management Agencies to plan for and implement various operational and system management improvements as part of newly constructed projects.

In recent years, the Metropolitan Transportation Commission (MTC), the federally designated Metropolitan Planning Organization (MPO) for the nine county Bay Area has begun to dedicate regionally allocated federal transportation funds to system management and operational improvements on the Bay Area's major travel corridors, including I-80. This effort has been dubbed by MTC as the Freeway Performance Initiative (FPI).

Concurrently, STA has been working with Caltrans and MTC the past three years to fund and implement express lanes (formerly called High Occupancy Toll (HOT) Lanes) the length of I-80 in Solano County. Currently, STA has received bridge toll funds from MTC to complete preliminary engineering for the conversion of the existing High Occupancy Vehicle (HOV) lanes located on I-80 in Fairfield (between Red Top Road and Air Base Parkway) to an Express Lane and the extension of a new HOV/Express Lane on I-80 (from Air Base Parkway to I-505 in Vacaville). In 2011, with the support of STA, MTC was authorized by the California Transportation Commission (CTC) to initiate a 400 mile express lanes network located in Alameda, Contra Costa and Solano Counties. This includes the I-80 and I-680 corridors in Solano County. Subsequently, MTC provided STA with additional bridge toll funds loaned from funds dedicated in the bridge program for the I-80/I-680/SR 12 Interchange to environmentally clear and design the two initial segments of express lanes on I-80. STA has developed with the City of Vallejo a recommendation to allocate some bridge toll funds to initiating project development for new express lanes on the I-80 corridor from the Al Zampa (formerly Carquinez) Bridge to Highway 37. STA is also working with MTC, and Alameda and Contra Costa counties to identify funding for the initial construction of several phases of express lanes. STA is supportive of advancing the conversion of the existing HOV lane

to an express lane in tandem with expanding the HOV network on I-80 up to I-505 through the implementation of express lanes. The results would be a contiguous 18-mile express/HOV lanes network through the heart of the I-80 corridor in Solano County. MTC staff has been invited to provide a presentation on the regional Express Lanes system.

Concurrently, STA has been working with a technical committee of local agency staff (Dixon, Fairfield, Vacaville, Vallejo and County of Solano), Caltrans and MTC to plan for and implement the Freeway Performance Initiative (FPI) operational improvements on I-80. This includes freeway signage/changeable message signs, loop detection and traffic volume equipment, incident response looped into the Caltrans operational center in Oakland to help guide incident response, and ramp metering. An important policy discussion will be the process for Solano County local jurisdictions and STA coordinate with Caltrans for managing the operations of the I-80 corridor, specifically ramp meters once they are installed throughout the corridor. Caltrans District IV has a policy to require an agreement between Caltrans and either the local agency or the countywide congestion management agency prior to the ramp meters being turned on. This will include freeway to freeway ramp meters and metering at local interchanges. One of the presenters scheduled for the Board workshop is Caltrans District IV Director, Bijan Sartipi to discuss Caltrans role and perspective regarding the operations and maintenance of the I-80 Corridor.

#### Mobility Management Plan and Program

The development of a Mobility Management Plan and Program was identified as a high priority by the STA Board in the recently completed Solano Transportation Study for Seniors and People with Disabilities and by the Senior and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC). STA has taken the lead in development of this plan which is focused on implementation of four specific tasks: Countywide American with Disabilities Act (ADA) eligibility, travel training, senior driver safety program, and a mobility management call center. In December 2012, the Board authorized STA to fund and distribute a request for proposals (RFP) for a two year pilot program for Countywide ADA eligibility prior to the completion of the Mobility Management Plan. In response to a request from Solano County Transit (SolTrans), the STA Board agreed to have this program in place by July 1, 2013.

The Solano Mobility Management Plan is nearing completion and an update will be presented at the workshop. Staff has invited representatives from some of the constituents that are the subject of the plan. This would include representatives from seniors, people with disabilities and low income residents with the intent to have them describe their mobility needs and how aspects of the proposed mobility management program would best serve their mobility needs. MTC staff is scheduled to attend to discuss the region's efforts on Mobility Management.

#### Local Funding Sources

Historically, Solano County has been dependent on state and federal transportation funds to fund the majority of its priority transportation projects. Working through the STA and with the support of its federal and state legislative delegation, Solano County has been successful in obtaining federal earmarks and funding from state sponsored initiatives such as the Traffic Congestion Relief Program (TCRP), Proposition 1B's Corridor Mobility Improvement Account (CMIA) and Trade Corridor Improvement Fund (TCIF),

and competitive grant programs such as the Interregional Transportation Improvement Program (ITIP) and the State Highway Operations and Protection Program (SHOPP). In 2004, Bay Area voters passed Regional Measure 2 adding a 4<sup>th</sup> dollar to the bridge toll for the Bay Area's seven state owned bridges. The RM 2 expenditure plan included specified capital and operating funds for Solano County.

Since 2005, the fiscal landscape for transportation in California and the United States has changed significantly. The US Congress and the President collectively eliminated Congressional earmarks, instead allocating federal funds through formula grants directly to States and/or federally designated metropolitan planning organizations, such as the Metropolitan Transportation Commission (MTC) for the Bay Area. California's lingering fiscal crisis has significantly limited the amount of funding available to the State Transportation Improvement Program (STIP) which includes the Interregional Transportation Improvement Program (ITIP) Program allocated by the California Transportation Commission (CTC) and the Regional Transportation Improvement Program (RTIP) allocated by the county transportation agencies.

The regional funds received by Solano County through RM 2 and the voter approved Proposition 1B funds have helped offset or delay the effect in the near term of this loss of reliable federal and state transportation funds. Both RM 2 and Proposition 1B funds are close to being fully allocated for existing projects either under construction or scheduled to be under construction in a couple of years. State transportation proponents have begun to discuss potential options for state transportation funding without a clear determination at this point. Potential options under discussion are a new transportation bond, lowering the voter threshold for local transportation measures from 2/3 to 55%, restoring the vehicle licensing fee (VLF) for transportation, and/or dedicating a portion of potential cap and trade funding to transportation.

Solano County has discussed and pursued various options for a dedicated local funding source for transportation since the late 1990s. This began with an advisory measure (Measure F) passed by Solano County voters in 1998. Subsequently, three times Solano County asked its voters to pass a local sales tax measure dedicated for transportation (2002, 2004 and 2006). Each time the measure failed to obtain the 2/3 super majority necessary for passage of a special tax for transportation with the closest being 64% in 2004. In 2010, the Solano Transportation Improvement Authority (STIA) developed an expenditure plan for a vehicle registration fee to be dedicated to local roads, safe routes to school, and mobility for seniors and people with disabilities, but opted not to place the measure before the voters.

In 2009, the STA initiated a nexus study for a potential Regional Traffic Impact Fee (RTIF) following the completion of an RTIF feasibility study. In December 2012, the STA Board opted to request the Solano County Board of Supervisors to consider adding the STA RTIF nexus study into the County's update of its current County Facility Fee with a fee of \$1,500 per each dwelling unit equivalent.

As part of both the Rio Vista Bridge Study and the SR 12 Comprehensive Evaluation and Corridor Management Plan, one of the funding options discussed is the potential for tolling the SR 12 corridor to replace the two antiquated bridges on the SR 12 Corridor.

In 2012, STA initiated a Public Private Feasibility Study to evaluate opportunities to fund the expansion and operation and maintenance of various priority transit facilities through private investment and funding participation.

In addition to the list of priority corridor and transit facility improvements, STA has worked with the seven cities, the County and other partners to dedicate limited federal cycle funds (now called One Bay Area Grant (OBAG) by MTC and the Association of Bay Area Governments (ABAG). The STA's primary area of focus the last three years has been on maintenance of local streets and roads, Safe Routes to School, and mobility for seniors and persons with disabilities.

At the workshop, staff will provide an update of the status of available federal, state and regional funds in the near-term (1 to 5 years) and the mid (5 to 10 years) and long term (10 plus years). Staff will also provide an update of a number of these local and regional efforts and seek direction from the Board regarding local funding options and priorities for these funds.

**Recommendation:**

Informational.

Attachments:

- A. Proposed Agenda for STA Board Workshop of March 13, 2013

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**STA BOARD WORKSHOP**

**1:00 – 5:00 p.m., Wednesday, March 13, 2013  
Clubhouse Terrace Room  
Rancho Solano Country Club  
3250 Rancho Solano Pkwy  
Fairfield, CA 94533**

**MEETING AGENDA**

- I. CALL TO ORDER / INTRODUCTIONS** Chair Hardy
- II. APPROVAL OF THE AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
- IV. WORKSHOP ITEMS**
  - A. I-80 Corridor – System Management and Operational Improvements** Daryl Halls  
Janet Adams  
(1:00 – 2:15 p.m.)
    - 1. Overview of the I-80 Corridor
      - o Historical Perspective
      - o Current Status
    - 2. Presentation from Caltrans Bijan Sartipi, Caltrans
      - o Managing the Corridor
      - o Maintenance and Operations
    - 3. Implementation of Countywide Ramp Metering Janet Adams
      - o Local Concerns to Convey to the STA Board TAC Representative
    - 4. Regional Express Lanes Network Andy Fremier or  
Lisa Klein, MTC  
Janet Adams
      - o Project Schedule
      - o Funding Priorities
      - o Revenue Forecast
    - 5. Express Lanes Implementation in Solano
  - Board Discussion/Comments:** Group
  - BREAK**  
(2:15 – 2:25 p.m.)

**B. Mobility Management Plan and Program**  
(2:25 – 3:50 p.m.)

Daryl Halls

1. MTC Regional Coordinated Public Transit/Human Services Transportation Plan  
Jennifer Yeaman,  
MTC
2. Presentations:
  - Senior Transportation Needs  
Rochelle Sherlock,  
Senior Coalition of  
Solano County
  - People with Disabilities Mobility Needs  
Susan Rotchy, Independent  
Living Resources
  - Low Income Mobility Needs  
Christina Arrostituto,  
First Five Solano
3. Draft Solano Mobility Management Plan  
Elizabeth Richards,  
STA Project Manager

**Board Discussion/Comments:**

Group

**BREAK**

(3:50 – 4:00 p.m.)

**C. Discussion of Local Funding Sources**  
(3:50 – 4:00 p.m.)

Daryl Halls

- Presentation on State Funding  
Jim Earp,  
Will Kempton, or  
Josh Shaw
- Status of Traditional Transportation Funding Sources  
Daryl Halls
  - Federal
  - State
  - Regional
- Local Funding Sources  
Janet Adams  
Daryl Halls
  - Earmarks STIP
  - Bridge Tolls
  - Private-Public Partnership (P3)
  - Sales Tax
  - Vehicle License Fee
  - Transit (District/Parcel Tax)
  - RTIF
  - Cap and Trade

**Board Discussion/Comments:**

Group

**V. WRAP-UP / BOARD COMMENTS / NEXT STEPS**

**VI. ADJOURNMENT**



DATE: February 19, 2013  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 9, 2013, the STA Board adopted its 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013.

**Discussion:**

Federal

Monthly legislative updates have been provided by STA's State and Federal lobbyists for your information (Attachments A and C). A Legislative Bill Matrix is included as Attachment B. A Federal Funding Matrix is included as Attachment D.

Staff is working with STA's federal lobbyist, Susan Lent of Akin Gump, to coordinate meetings in Washington DC with Solano County's federal legislative representatives and with key federal agency staff. The strategy will focus on the following as they align with STA's Federal legislative priorities:

1. Monitor the Department of Transportation's Implementation of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and Comment on Proposed Regulations and Policies
2. Identify and Advocate for Grant Opportunities
3. Develop Positions on Reauthorization of MAP-21 and Advocate in Support of those Positions
4. Schedule annual Board Trip to Washington DC to meet with Federal Agencies, Members of Congress and Committee Staff in Support of STA priorities.

State

Members of the STA Board met on February 13<sup>th</sup> with our legislators at the State Capitol. The key messages were:

1. Engage on our behalf to help maintain a permanent state revenue stream for transportation.
2. Assist us with passing legislation to lower the vote threshold from 66% to 55% for transportation sales tax measures.
3. Assist us with acquiring 40% of Cap and Trade for transportation purposes, with a return to source requirement.

4. Support State Transportation Improvement Program (STIP) funding of the Jepson Parkway Project (I-80 Reliever Route).
5. Support California Transportation Commission's (CTC) fund swap (Proposition 1B – Corridor Mobility Improvement Account [CMIA]) between construction contracts for the SR 12 Jameson Canyon Project.

Staff and Chair Batchelor met with Assembly Member Mariko Yamada at the end of last year to provide an update and tour of transportation projects relevant to her district. Staff is also scheduling transportation briefings and tours in the near future with the rest of STA's legislators.

**Fiscal Impact:**

None.

**Recommendation:**

Information.

Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. STA Legislative Bill Matrix
- C. Akin Gump Federal Legislative Update
- D. Federal Funding Matrix



**SHAW/YODER/ANTWIH, inc.**  
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

January 31, 2013

TO: Board Members, Solano Transportation Authority  
FROM: Gus Khouri, Legislative Advocate  
Shaw / Yoder / Antwih, Inc.

**RE: STATE LEGISLATIVE UPDATE**

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In January, Governor Brown released his FY 2013-14 State Budget. He emphasizes that significant progress in trimming down the state's chronic budget deficit (\$26.6 billion shortfall in FY 2011-12, \$20 billion in FY 12-13) has been made by making spending cuts, primarily in corrections, health and human services, and education. As a result, the FY 13-14 budget does not project a deficit. Overall, General Fund spending is down from its peak of \$103 billion in 2007-08 to \$93 billion in 2012-13, a decrease of \$10 billion, or 10 percent. As a share of the economy, General Fund spending in 2011-12 and 2012-13 remains at its lowest level since 1972-73.

The Governor emphasized that the State must live within its means. He identified four major variables for the budget going forward: actions on the federal deficit, the uncertain economic recovery, the federal government and/or the courts blocking actions, and potential increases in health care costs.

Regarding the "wall of debt," the Governor noted that in 2011 it was pegged at \$35 billion and that it remains a significant challenge. The Governor is proposing to spend \$4.2 billion in his budget to pay down existing state debt. Furthermore, the budget document notes the State's unfunded retirement obligations.

The passage of Proposition 30 on last November's ballot helped avert severe cuts to education, health and human service and public safety programs.

**Impact on Transportation**

The Transportation Agency is responsible for addressing mobility, safety, and air quality issues as they relate to transportation. Key priorities include developing and integrating the high-speed rail project into California's existing transportation system and supporting regional agencies in achieving the greenhouse gas emission reductions and environmental sustainability objectives required by state law.

The Agency consists of the following six state entities responsible for administering programs that support the state's transportation system:

- Department of Transportation
- California Transportation Commission
- High-Speed Rail Authority

- Department of Motor Vehicles
- California Highway Patrol
- Board of Pilot Commissioners

The Office of Traffic Safety operates within the Office of the Secretary for Transportation. The Budget includes total funding of \$21.1 billion (\$0.2 billion General Fund and \$20.9 billion other funds) for all programs administered within the Agency.

The Agency, established as part of the Governor's 2012 Reorganization Plan, becomes operational on July 1, 2013.

The Governor makes a reference to California Transportation Commission's "2011 Statewide Transportation Needs Assessment" which identifies \$538.1 billion in total infrastructure needs, including substantial local streets & roads and local mass transit needs, in addition to highway and intercity rail needs over the next decade.

Over the past decade, the voters have approved almost \$30 billion of general obligation bonds for transportation purposes, including \$19.9 billion for Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and \$9.9 billion for Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. As a result, approximately 13 percent of annual state transportation revenues will continue to be dedicated to offsetting debt service costs. These debt service costs are expected to total over \$1 billion in 2013-14 and are projected to grow in future years, significantly exceeding the amount of existing transportation funds legally available to offset these costs and therefore creating General Fund expenses.

Beginning in the spring of 2013, the Agency will convene a workgroup consisting of state and local transportation stakeholders to refine the transportation infrastructure needs assessment, explore long-term, pay-as-you-go funding options, and evaluate the most appropriate level of government to deliver high-priority investments to meet the state's infrastructure needs.

The Budget also reflects changes to the Local Assistance and Planning Programs within Caltrans, including the consolidation of five programs into a single Active Transportation Program which will simplify and enhance funding for pedestrian and bicycle projects.

### **Impact on Transit Funding**

The Governor projects that the State Transit Assistance program will be at approximately \$391 million for FY 13-14, and \$415 million for FY 12-13. If accurate, this would represent a 12% reduction from last Fall's number of \$468 million for FY 12-13 and 17% drop in comparison to the budget year number. This number is subject to change however as the program no longer relies on a budget-line item but rather on sales tax receipts associated with the consumption of diesel fuel.

The budget also proposes \$479,717,000 in funding for the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA), which serves as the sole source of funding for transit capital projects and rolling stock purchases. It uncertain however whether this is a carryover balance of the existing appropriation authority from subsequent fiscal years. To date, approximately \$1.8 billion of the \$2.8 billion that has been appropriated by the legislature has been allocated to program recipients.

The intercity rail program is projected to receive \$130 million.

We will follow up with the Department of Finance to verify the estimates.

### **Proposition 1A Funding**

SB 1029 (Leno) [Chapter 152, Statutes of 2012], appropriated The 2012 Budget Act appropriated approximately \$8 billion for the high-speed rail project for the following purposes:

- \$5.8 billion for the first phase of the Initial Operating Section from Madera to Bakersfield.
- \$1.1 billion for early improvement projects to upgrade existing rail lines in Northern and Southern California, which will lay the foundation for future high-speed rail service as it expands into these areas.
- \$819.3 million for connectivity projects to enhance local transit and intercity rail systems that will ultimately link to the future high speed rail system. The CTC allocated funding during the Fall to those agencies that made a request.

Since the enactment of the Budget Act, significant progress on the project has been made:

In September, the Federal Railroad Administration approved the necessary environmental impact assessments for the Merced to Fresno alignment.

- The public comment period for the draft environmental assessments for the Fresno to Bakersfield alignment concluded in October.
- The Authority has started to solicit bids from private contractors to begin the right-of-way land acquisition phase of the project.

The Authority is continuing to identify early “bookend” investments that will generate immediate benefits and, through blended service, enhance future high-speed rail ridership. Projects currently being evaluated include the electrification of the Caltrain corridor in Northern California and regional rail improvement projects, such as grade separations, in Southern California. Final selection of specific projects and lead agencies will be completed by the end of the current fiscal year. Initial construction work is scheduled to begin in the Central Valley during the summer of 2013.

As noted in the Authority's revised 2012 Business Plan, additional funding will be necessary to complete the Initial Operating Section from Merced to the San Fernando Valley. Cap and Trade funds will be available as a fiscal backstop.

**Cap and Trade**

The Budget acknowledges that transportation is the single largest contributor to GHGs in California (38 percent), and reducing transportation emissions should be a top priority (including mass transit, high speed rail, electrification of heavy duty and light duty vehicles, sustainable communities, and electrification and energy projects that complement high speed rail). The Budget recognizes that the first Cap and Trade auction resulted in \$55.8 million in proceeds to the state (two more auctions will occur on February 19, 2013 and May 16, 2013); therefore the Budget only addresses the expenditure of auction proceeds of \$200 million in 2012-13 and \$400 million in 2013-14. Total revenues from the auctions may exceed these amounts.

**55% Voter Threshold for Transportation Bonds**

Thanks to the 2/3 majority in both houses, many non-self help counties are hoping that the legislature will consider passing a constitutional amendment to allow for the vote threshold to be reduced from 66% to 55% for transportation sales tax measures.

Senators Carol Liu (D-Glendale) and Ellen Corbett (D-Alameda) have introduced SCA 4 and SCA 8 respectively, for purposes of lowering threshold to 55% for local transportation sales tax measures.

There are currently, 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing. The Self-Help Counties Coalition will sponsor legislation on this issue. Our caution would be that such a proposal should be part of a package (such as a redo of Proposition 1B) that still requires the state to remain as funding partner rather than further placing the burden on counties to make improvements to state assets.

**Solano Transportation Authority Bill Matrix  
as of 1/31/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 8</u></a> <a href="#"><u>Perea D</u></a></p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	ASSEMBLY TRANS.	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, and up to \$20 million each fiscal year thereafter, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs.</p>	
<p><a href="#"><u>AB 160</u></a> <a href="#"><u>Alejo D</u></a></p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	ASSEMBLY PRINT	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement. This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law.</p>	

**Solano Transportation Authority Bill Matrix  
as of 1/31/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 1</u></a> <a href="#"><u>Steinberg D</u></a></p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE G.&amp;F.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies. This bill would authorize certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue to the authority through its Sustainable Communities Investment Plan.</p>	
<p><a href="#"><u>SB 11</u></a> <a href="#"><u>Pavley D</u></a></p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE T.&amp;H.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year and up to \$20 million each fiscal year thereafter, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs.</p>	

**Solano Transportation Authority Bill Matrix  
as of 1/31/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#"><u>SCA 4</u></a> <a href="#"><u>Liu D</u></a> Local government transportation projects: special taxes: voter approval.	SENATE PRINT	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	
<a href="#"><u>SCA 8</u></a> <a href="#"><u>Corbett D</u></a> Transportation projects: special taxes: voter approval.	SENATE PRINT	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	
<a href="#"><u>SCA 11</u></a> <a href="#"><u>Hancock D</u></a> Local government: special taxes: voter approval.	SENATE PRINT	The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property. This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	

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## M E M O R A N D U M

January 30, 2013

To: Solano Transportation Authority  
From: Akin Gump Strauss Hauer & Feld LLP  
Re: January Report

In January, Susan Lent traveled to Solano County and made a presentation to the Solano Transportation Authority Board of Directors regarding the outlook in Washington on transportation issues and a recommended approach for achieving STA's federal priorities. She also met with staff regarding federal priorities and toured some of STA's transportation projects. The next step is for Susan Lent to make recommendations regarding federal funding sources and approaches to securing funding and to schedule a date for meetings in Washington.

**Fiscal Cliff**

On January 2, President Obama signed into law [\*The American Taxpayer Relief Act\*](#) (H.R. 8), a product of down-to-the-wire negotiations between Vice President Biden and Senate Minority Leader Mitch McConnell (R-KY) to avert the fiscal cliff. The Senate approved the bill early on January 1 by a vote of 89 to 8. The House passed the bill that night by a vote of 256 to 171.

The law permanently extended the current tax rates for individuals with incomes of up to \$400,000 and couples with income of up to \$450,000 and increases taxes for those with higher incomes. The law also indexed the alternative minimum tax exemption to the Consumer Price Index, extends emergency unemployment benefits for one year and continues current Medicare payment rates for doctors for one year. The law extended farm bill policies and programs through the end of the fiscal year. The law also reinstated the \$230/month commuter tax benefit for employees to transit in parity with the parking benefit for fiscal years 2012 and 2013. The Internal Revenue Service issued instructions applying for the Retroactive Increase in Excludible Transit Benefits on January 17.

The law postponed automatic, across-the-board spending cuts, known as the "sequester" until March 1. It does not address fiscal year 2013 appropriations, so Congress must vote in February or March to address additional budgetary issues. The White House and Republicans in Congress remain at odds over how to balance the budget. Republicans have taken the position that further deficit reduction to avoid sequestration should come from reducing federal spending. President Obama and many Democrats advocate a combination of tax increases and spending cuts. The White House is expected to continue to support new infrastructure investment even though the

Solano Transportation Authority  
January 30, 2013  
Page 2

President's proposal for \$50 billion in infrastructure investment was dropped from the latest tax bill.

The sequestration is now scheduled to go into effect in one month and the parties are not making progress in developing consensus regarding how to avoid across-the-board cuts. We will continue to keep you apprised regarding developments.

### **Secretary of Transportation**

On January 29, 2013, Department of Transportation (DOT) Secretary Ray LaHood announced that he will resign and leave the Department after a successor is confirmed. Those identified as possible successors include Los Angeles Mayor Antonio Villaraigosa, former Pennsylvania Governor Ed Rendell, former House Transportation Committee Chair Jim Oberstar, National Transportation Safety Board Chair Deborah Hersman, former Michigan Governor Jennifer Granholm and former Texas Senator Kay Bailey Hutchison. Senator Boxer has expressed support for Mayor Villaraigosa because "he made transportation one of his signature issues."

### **Congressional Committees**

On January 13, Chairman Bill Shuster (R-PA) took over the gavel of the House Transportation and Infrastructure Committee from Rep. John Mica (R-FL), who was term-limited as chairman. Rep. Shuster was elected to Congress in 2001 and succeeded his father, Rep. Bud Shuster, who served as Chairman of the House Transportation and Infrastructure Committee from 1995 to 2001. In his opening remarks, Chairman Shuster stated that the Committee would address reauthorization of a water resources bill and passenger and freight rail policy, as well as begin consideration of the next surface transportation bill, which expires on September 30, 2014. Chairman Shuster also stated that he would work to find a solution for funding the highway trust fund and has already begun discussions with Senate Environment and Public Works Committee Chair Barbara Boxer to consider options to reform the gasoline tax.

In the organizational meeting, the following Subcommittee Chairmen were appointed: Aviation - Rep. Frank LoBiondo (R-NJ); Coast Guard and Maritime Transportation – Rep. Duncan Hunter (R-CA); Economic Development, Public Buildings, and Emergency Management – Rep. Lou Barletta (R-PA); Highways and Transit - Thomas E. Petri (R-WI); Railroads, Pipelines, and Hazardous Materials – Rep. Jeff Denham (R-CA); and Subcommittee on Water Resources and Environment - Rep. Bob Gibbs (R-OH).

In addition to the Subcommittee assignments, the Committee rules were amended to allow the Chairman to establish special panels to focus on particular issue areas. Chairman Shuster

Solano Transportation Authority  
January 30, 2013  
Page 3

appointed Rep. Duncan to head the first panel, which will focus on intermodalism. The panel may hold hearings and report back to the Committee but cannot mark-up or approve legislation.

### **Vehicle Miles Traveled Fee**

On January 8, 2013, the Government Accountability Office (GAO) issued a report recommending a pilot program to test the viability of fees for commercial trucks and electric vehicles as a potential source of revenue for the highway program. The report, entitled [Highway Trust Fund: Pilot Program Could Help Determine the Viability of Mileage Fees for Certain Vehicles](#), noted that there would be opposition to adopting fees due to concern related to privacy, especially if GPS tracking is used to calculate fees, as well as cost challenges. The GAO calculated average mileage fee rates for passenger vehicles and commercial trucks needed to meet a revenue target of \$34 billion to replace current federal fuel tax revenues, \$53.5 billion to maintain revenues sufficient to meet current spending levels, and \$78 billion to increase spending to maintain existing system conditions and performance. To meet these targets, drivers of passenger vehicles with average fuel efficiency would pay \$108 to \$248 per year in mileage fees compared to the \$96 these drivers currently pay in federal gasoline tax. Additionally, the fee would be more costly to administer than the current gas tax.

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## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Economic Development Assistance Programs - Public Works and Economic Development Facilities Program</a>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>FY2013: \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	December 13, 2012 for funding cycle 2 of FY 2013; March 13, 2013 for funding cycle 3 of FY 2013; June 13, 2013 for funding cycle 4 of FY 2013; and September 13, 2013 for funding cycle 1 of FY 2014	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
<a href="#">TCSP</a>	Federal Highway Administration; Wesley Blount Office of Human Environment 202-366-0799 wesley.blount@dot.gov	States, metropolitan planning organizations, local governments, and tribal governments	<b>\$29 million</b>	1/6/2012	To plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Grants may support planning, implementation, research and investigation and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Requires 20% local match.	<b>Vallejo Downtown Streetscape Project. \$1,150,000 awarded 08/02/12</b>	David Kleinschmidt
<a href="#">State of Good Repair*</a>	Adam Schildge, FTA Office of Program Management, (202) 366-0778, email: adam.schildge@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	<b>\$650 million</b>	<i>(Due to MTC 2/22/2012)</i> 3/29/2012	Purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; replacement or modernization of intermodal facilities; and the development and implementation of transit asset management systems, that address the objectives identified. Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life.	<b>\$1.5M FAST for replacement buses</b>	Mona Babauta

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">TIGER IV Discretionary Grant*</a>	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	<b>\$500 million</b>	Deadline for Pre-Applications-02/20/12  Deadline for Final Applications-03/19/12	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) marine port infrastructure investments. The FY 2012 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2013. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$12M Fairfield/ Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III – not awarded)</i>	Steve Hartwig
<a href="#">Veterans Transportation and Community Living Initiative (VTCLI)*</a>	VeteransTransportation@dot.gov	Direct recipients of Section 5309, Urbanized Area Formula program, local governments, States, or Indian Tribes	\$30 million	4/19/2012	The capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers, as well as some research costs to demonstrate successful implementation of these capital projects. The One-Call/One-Click Centers simplify access to transportation for the public by providing one place to connect veterans, service members, military families, persons with disabilities and other transportation disadvantaged populations, such as older adults, low-income families or disadvantaged youth, to rides and transportation options provided in their locality by a variety of transportation providers and programs.		
<a href="#">Clean Fuels*</a>	Vanessa Williams, FTA Office of Program Management, (202) 366-4818, email: vanessa.williams@dot.gov.	Direct recipients of Section 5307, i.e., transit operators	<b>\$51.5 million</b>	(Due to MTC 2/15/2012)  4/5/2012	1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. 2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment; 3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies.		
<a href="#">Bus Livability*</a>	Bryce McNitt, Office of Budget and Policy, (202) 366-2618, email: bryce.mcnitt@dot.gov.	Direct recipients of Section 5309, i.e., transit operators	<b>\$125 million</b>	(Due to MTC 2/22/2012)  3/29/2012	Purchase or rehabilitation of buses and vans, bus- related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus-related facilities (including administrative, maintenance, transfer, and intermodal facilities).  FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: Rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service. In addition, FTA will prioritize funding for the development and implementation of new, or improvement of existing, transit asset management systems.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<b>Economic Development Assistance Programs - Economic Adjustment Assistance Program</b>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>\$50 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)</b>	FY2012: 12/15/11 for funding cycle 1; 3/9/2012 for funding cycle 2; 06/08/12 for funding cycle 3; and 09/14/12 for funding cycle 1 of FY 2013	Provides a wide range of construction and non-construction assistance, including public works, technical assistance, strategies, and revolving loan fund (RLF) projects, in regions experiencing severe economic dislocations that may occur suddenly or over time. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		
<b>Economic Development Assistance Programs - Global Climate Change Mitigation Incentive Fund</b>	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortium; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	<b>FY 2011: \$158 million in the first quarter; \$193 million in the second quarter btw 3 EDA programs</b>	12/15/10 for funding cycle 1; 03/10/11 for funding cycle 2; 06/10/11 for funding cycle 3; and 09/15/11 for funding cycle 1 of FY 2012	Supports projects that foster economic competitiveness while enhancing environmental quality. EDA anticipates that these funds will be used to advance the green economy by supporting projects that create jobs through and increase private capital investment in initiatives to limit the nation's dependence on fossil fuels, enhance energy efficiency, curb greenhouse gas emissions, and protect natural systems. GCCMIF assistance is available to finance a variety of sustainability focused projects, including renewable energy end-products, the greening of existing manufacturing functions or processes, and the creation of certified green facilities. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Ferry Boat Discretionary (FBD) Program</a>	Tony DeSimone FHWA Office of Program Administration 317-226- 5307 Anthony.DeSimone@dot. gov	Ferry systems and public entities responsible for developing ferries through their State transportation agency. The States may submit applications to their local FHWA division office.	<b>\$22 million</b>	1/6/2012	Priority given to ferry systems, and public entities responsible for developing ferries, that: (1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger-only service."		
Smart Growth Implementation Assistance (SGIA) Program*	EPA – Abby Hall (hall.abby@epa.gov, 202- 566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	<b>\$75,000 per recipient in contractor support</b>	10/28/2011	Communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection.		
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	10/28/2011	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1) Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<b>Sustainable Communities -- Community Challenge Planning Grant</b>	HUD	State and local governments, including U.S. territories, tribal governments, political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.	<b>Fiscal Year 2011 - \$30 million Fiscal Year 2012 funding – not available Budget request expected for Fiscal year 2013</b>	9/9/2011	Focuses on individual jurisdictions and more localized planning. Fosters reform and reduces barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support plan implementation.		
<b>TIGGER</b>	Federal Transit Administration	Direct recipients of Section 5307, i.e., transit operators	<b>Fiscal Year 2011 -- \$49.9 million Fiscal Year 2012 funding not available</b>	8/23/2011	Capital projects that assist in the reduction of the energy consumption of a public transportation system and/or the reduction of greenhouse gas emissions of a public transportation system.		
<a href="#">Alternatives Analysis</a>	Federal Transit Administration	States, MPOs and local government authorities	<b>\$25 million</b>	4/19/2012	To conduct an alternatives analysis or to support additional technical tasks in an alternatives analysis that will improve and expand the information available to decision- makers considering major transit improvements. FTA will consider proposals for all areas of technical work that can better develop information about the costs and benefits of potential major transit improvements, including those that might seek New Starts or Small Starts funding. FTA will give priority to technical work that would advance the study of alternatives that foster the six livability principles.		
<a href="#">National Clean Diesel Funding Assistance Program (DERA)</a>	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	<b>\$20 million</b>	6/4/2012	Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies. Grant applicants can propose projects to significantly reduce diesel emissions by deploying EPA or California Air Resources Board (CARB) verified retrofit technologies early replacement of engines or vehicles (incremental cleaner technology costs only); repowering with EPA certified cleaner diesel or certified alternate fuel engine configurations; and reducing long-duration idling with EPA approved technologies.		

## STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
<a href="#">Innovative Transit Workforce Development Program</a>	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million	7/6/2012	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposals minimum \$100,000 and maximum \$1,000,000.		
<a href="#">Transit Safety Research - Pedestrian Collision Warning Pilot Project</a>	Roy Chen, FTA Office of Technology, <a href="mailto:RoyWeiShun.Chen@dot.gov">RoyWeiShun.Chen@dot.gov</a> ; 202-366-0462.	State and local government agencies, public and private transit agencies, universities, non-profit organizations, consultants, legally constituted public agencies, operators of public transportation services, and private for-profit organizations	\$400,000	8/14/12	Increase pedestrian/cyclist safety through demonstration of advanced pedestrian warning system on transit buses. FTA seeks applications to demonstrate innovative technologies that support the achievement of this objective.		
<a href="#">Economic Development Assistance; Strong Cities</a>	Seattle Regional Office: Richard Berndt <a href="mailto:richard.a.berndt@eda.gov">richard.a.berndt@eda.gov</a> ; (206) 220-7682	Cities that have a current population of at least 100,000 persons residing within their official municipal boundaries as of the 2010 Census. Cities must also meet EDA's economic distress criteria as outlined in section IV.A of this FFO.	\$6,000,000	7/23/12	The SC2 Pilot Challenge will leverage innovative and diverse perspectives from multidisciplinary teams through challenge competitions, which are designed to incentivize the creation and adoption of important strategies for supporting city-wide economic development to support job creation, business expansion, and local prosperity. A multidisciplinary team (Multidisciplinary Team) is a group of professionals or entities representing a variety of disciplines with complementary skills to develop economic development plans. A challenge competition (Challenge Competition) is a competition conducted by cities selected under this FFO in which Multidisciplinary Teams will be invited to develop creative and innovative economic development proposals and plans.		



DATE: February 19, 2013  
TO: STA TAC  
FROM: Jessica McCabe, Project Assistant  
RE: Project Delivery Update and 2013 TIP Development

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**Background:**

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) coordinates project funding commitments between project sponsors and funding agencies. This coordination includes recommendations for programming, allocating, and obligating federal, state, and regional funds for a variety of transportation projects. These recommendations are based on the current and projected status of projects recommended for funding by the STA.

This project delivery update is provided to the Solano Project Delivery Working Group (Solano PDWG), the STA's Technical Advisory Committee (TAC), and the STA Board for their review before considering any changes to prior project funding recommendations.

**Discussion:**

*STA Board Recommendations and Improvement Programs*

Between January and July of 2010, the STA Board recommended funding for a variety of transportation projects included in currently approved plans. Other funding agencies program funding for Solano projects in their own improvement programs, such as the Metropolitan Transportation Commission's (MTC) 2011 Transportation Improvement Program (TIP) for federal and regional funds, the California Transportation Commission's (CTC) 2010 State Transportation Improvement Program (STIP) for state funds, and other regional and local grant funding actions (e.g., air district grant programs and local funding swaps). These improvement programs contain the details of how much funding each project receives in specific fiscal years over the next four to five years.

*Programmed Funding Does Not Guarantee Project Funding*

Despite the approved nature of improvement programs, they are based on estimates of available tax dollars, meaning that improvement programs can over-program funding for projects should tax receipts be smaller than expected. In addition to the chance of funding being limited, funding agency's "Use it or lose it" project delivery policies contain strict deadlines for current fiscal year programmed funds, which are put in place to expedite the delivery of projects and protect against the loss of funds to other agencies who can spend funds in a timely manner. For example, MTC usually programs more funding than they have available, counting on Bay Area project sponsors being ready to take advantage of funds from other regions who miss delivery deadlines. The STIP has a history of running low on funds, forcing the CTC to create additional "allocation plans" that further prioritize STIP funds, leaving programmed projects waiting until later fiscal years for funding, adding to project delays and cost increases.

*Staying on Top of Deadlines and Making Timely Choices*

Attached is a list of projects with programmed funding, which connects project fund sources to delivery deadline policies, and projects that have been recently completed (Attachment A).

Projects that have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for Fiscal Year (FY) 2012-13 are subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) (Attachment B), including the Request for Authorization (E-76) submittal deadline of February 1<sup>st</sup> and the obligation deadline of April 30<sup>th</sup>. In order to ensure funds are obligated or transferred to Federal Transit Administration (FTA) in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1<sup>st</sup> of the year the funds are programmed in the TIP. STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30<sup>th</sup> of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1<sup>st</sup> of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30<sup>th</sup> of the fiscal year programmed in the TIP.

*2013 Transportation Improvement Program (TIP) Development and Draft Schedule*

The Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for Air Quality Conformity purposes. In September 2012, MTC postponed the development and adoption of the new TIP to more closely align with development and adoption of Plan Bay Area, the region's long-range transportation (RTP) and housing plan. The 2013 TIP will cover the six-year period of FY 2012-13 through FY 2017-18; however federal agencies still only recognize the four years from FY 2012-13 through FY 2015-16, consistent with the Federal Statewide Transportation Improvement Program (FSTIP) that is compiled by Caltrans.

Plan Bay Area is currently slated for adoption in June 2013, and the draft 2013 TIP and draft air quality conformity analysis are scheduled to be released for public review in March (Attachment C). In order to accommodate this schedule, MTC staff requested that updates to the TIP be submitted into Funds Management Systems (FMS) by February 21, 2013. The Solano County projects submitted for inclusion in the 2013 TIP are shown in Attachment D. Most projects required only minor changes to funding or program year, or were retained for information purposes only. The only new project submitted was Vacaville's 2014 Street Resurfacing project, which programmed OBAG STP funds in FY 2013-14. Projects that are to receive OBAG CMAQ funding can be amended into the TIP on August 1, 2013.

**Recommendation:**

Informational.

Attachments:

- A. Programmed funding in Solano County, 2-19-13
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 7-23-08
- C. Tentative 2013 TIP Development Schedule. 1-17-12
- D. Solano County 2013 TIP Projects Submitted, 2-19-13

Solano Transportation Authority (STA)

Attachment A

Project Delivery Update, 2-19-2013

Projects listed by agency, including known available funding by delivery phase noting total shortfall.  
(In 1,000s)

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Approved OBAG Projects (2012/13 to 2015/16)					Status	Next Steps
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Benicia	TBD	Park Road and Southhampton Rd	OBAG STP (LS&R)	2015				\$ 495	\$ -	Concept	TIP Submit Aug 1, 2013
Dixon	TBD	West A Street	OBAG STP (LS&R)	2015				\$ 584	\$ -	Concept	TIP Submit Aug 1, 2013
Fairfield	TBD	Beck Avenue	OBAG STP (LS&R)	2015				\$ 1,424	\$ -	Concept	TIP Submit Apr 1, 2013
Suisun City	TBD	Walters Road	OBAG STP (LS&R)	2014				\$ 356	\$ 114,700	Concept	TIP Submit Apr 1, 2013
Vacaville	TBD	2014 Pavement Resurfacing	OBAG STP (LS&R)	2014				\$ 1,231	\$ -	Concept	TIP Submit Feb 15, 2013
Solano County	FMS 5566	2013 Streets Overlay	OBAG STP (LS&R)	2013	\$ -	\$ -	\$ -	\$ 1,389	\$ -	PE	CON RFA Feb 2013
Vallejo	FMS	Vallejo DT Streetscape (Georgia St. - Santan Clara to Sacramento)	OBAG STP (LS&R)/CMAQ	2013				\$ 173		PE	CON RFA March 2013
<b>*GRAND TOTAL</b>					\$ -	\$ -	\$ -	\$ 5,652	\$ -		
					<b>\$5,652</b>						

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Status	Next Steps
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2012	\$ 92	\$ 431	\$ -	\$ 2,477	\$ -	CON	Opening Jan 2013
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	PS&E
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark/Local Impact Fee	Future	\$ 1,260	\$ 290	\$ 575	\$ -	\$ 11,070	PE	ROW
Dixon	SOL110024	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)/STIP	2013	\$ 50	\$ 60	\$ 70	\$ 5,920		ROW	CON RFA Jan 2013
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 3,093	\$ 1,825	\$ 2,790	\$ 31,892	\$ -	ROW	CON
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2015	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	ROW	CON 2014
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR25)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	CON	Opening Jan 2013
Vacaville	SOL110009	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 12,100	PE	ROW
Vallejo	SOL050048	Vallejo Downtown Streetscape (all phases)	ARRA/TE/CMAQ/STP (LS&R)	2013	\$ 664	\$ -	\$ -	\$ 5,980	\$ -	CON	
SolTrans	SOL050012	Vallejo Curtola Transit Center, Phase 1A	RM2	2014	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	ROW
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ 1,000	\$ -	\$ -	\$ 7,000		PE	ROW
WETA	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2013	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	Row
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	ROW
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 150	\$ 128	\$ 1,943	\$ -	PE	ROW
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	ROW
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 88	\$ -	\$ 759		CON	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 21,036	\$ 26,525	\$ 73,264	\$ -	PE	ROW
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	CON	Opening 2013
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	ROW
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	ROW
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP, Local TIF	2017	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	ROW	CON
STA	SOL110005	Jepson: LT Road from Vanden to Elmira	Future STIP, Local TIF	Future	\$ 1,387	\$ 539	\$ 1,016	\$ 8,269	\$ 28,789	PE	ROW
STA	SOL110006	Jepson: LT Road from Elmira to Orange	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 28,300	PE	ROW
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	Future STIP, Local TIF	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	ROW
STA	NAP010008	SR 12 (Jameson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	CON	Opening 2014
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 857	\$ -	ongoing	Ongoing
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ -	\$ -	\$ -	\$ 445	\$ -	ongoing	Ongoing
STA	SOL970033	CMA Planning Activities	STP	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	Ongoing
<b>*GRAND TOTAL</b>					\$ 58,100	\$ 53,524	\$ 58,770	\$ 373,597	\$ 401,559		
					<b>\$543,991</b>						

\* Total project funding exceeds 2013 TIP totals because prior year funds are included.

\*\* Caltrans SHOPP projects and various Caltrans grant projects are not yet included in this report.

Recently Completed Projects (2011/12 and 2012/13)

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Status	Next Steps
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Benicia	N/A	Park Road Sidewalk	RM1	2011	\$ -	\$ -	\$ -	\$ 400		Complete	Completed
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	Complete	Completed
Fairfield	SOLO90004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Complete	Completed
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 29	\$ -	\$ 221	\$ -	Complete	Completed
Fairfield	SOL110010	Various Streets Overlay (2011 STP LSR)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	Complete	Completed
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2012	\$ 11	\$ -	\$ -	\$ 115	\$ -	Complete	Completed
Rio Vista	SOL110022	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2012	\$ 147	\$ -	\$ -	\$ -	\$ -	Complete	Completed
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2011	\$ -	\$ -	\$ -	\$ 670	\$ -	Complete	Completed
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	Complete	Completed
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	Complete	Completed
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	Complete	Completed
Solano County	SOLO90027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	Complete	Completed
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ 10	\$ -	\$ 1,908	\$ -	Complete	Completed
Solano County	SOL050006	Bridge No. 23C0077 Suisun Valley Rd over Suisun Creek	HBP	2012	\$ -	\$ 430	\$ -	\$ 1,000		Complete	Completed
Solano County	5923(070)	Bridge No. 23C0185 Robinson Rd	HBP	2011	\$ -	\$ 239	\$ 60	\$ 777		Complete	Completed
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	Complete	Completed
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Complete	Completed
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	Complete	Completed
Vallejo	SOL950035	Vallejo Station, Phase A	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Complete	Completed
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	Complete	Project closeout
<b>*GRAND TOTAL</b>					\$ 266	\$ 5,995	\$ 9,180	\$ 64,758	\$ -		
					<b>\$80,199</b>						

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by April 30 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after May 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by February 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by April 30.
Obligation/ FTA Transfer Request Submittal	February 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	April 30 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	May 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

<b>Metropolitan Transportation Commission</b>	
<b>Attachment 1 - 2013 Transportation Improvement Program Development (TIP)</b>	
<b>Tentative 2013 TIP Development Schedule</b>	
<b>Monday, January 07, 2013</b>	
<b>Proposed Milestone Dates</b>	<b>Milestone</b>
Tuesday, January 15, 2013	Deadline to submit projects for the Amendments 11-33 and 11-34
Friday, February 01, 2013	Last day to submit changes to current FTIP for Revision 11-32 (Administrative Modification) using FMS
Wednesday, February 06, 2013	2011 FTIP Amendments 11-33 and 11-34 released for public comment
<b>Friday, February 01, 2013</b>	<b>FMS Locked Down - No more changes to 2011 FTIP - Start of 2013 FTIP Development</b>
<b>Thursday, February 07, 2013</b>	<b>Start of review and update by project sponsors and CMAs</b>
<b>Friday, February 15, 2013</b>	<b>Deadline to submit non-exempt project changes (including Capital Phases) to be included in 2013 TIP</b>
<b>Thursday, February 21, 2013</b>	<b>Completion of project review by sponsors and CMAs</b>
<b>Monday, March 04, 2013</b>	<b>Completion of Review by Program Managers</b>
Wednesday, March 13, 2013	PAC Meeting - authorize public hearing and release Draft 2013 FTIP & AQ Conformity
<b>Friday, March 15, 2013</b>	<b>FMS Access Granted - No more changes to 2013 FTIP - Only changes to the 2011 TIP for the Last 2011 FTIP Amendment</b>
Friday, March 29, 2013	Begin of Public Review Period for 2013 FTIP and Conformity Analysis - If conformity Analysis is ready for Release
Wednesday, April 10, 2013	Public Hearing on Draft FTIP and AQ Conformity Analysis at April PAC
Friday, May 03, 2013	End of Public Review Period for Draft FTIP and Conformity Analysis
Wednesday, June 12, 2013	PAC review of Final 2013 FTIP and Final Conformity analysis and referral to Commission
<b>Wednesday, June 26, 2013</b>	<b>Final 2013 FTIP and Final Air Quality Conformity analysis approved by Commission</b>
<b>Friday, June 28, 2013</b>	<b>2013 FTIP submitted to Caltrans</b>
Friday, July 05, 2013	Start of FSTIP Public Participation (Statewide Public Review Process) - Date Subject to confirmation by the State
Friday, July 26, 2013	End of FSTIP Public Participation (Statewide Public Review Process) - Date Subject to confirmation by the State
Friday, August 02, 2013	FSTIP submitted to FHWA/FTA - Date Subject to confirmation by the State
Monday, September 02, 2013	Final FHWA/FTA Approval of 2013 TIP / AQ Conformity Analysis - Date Subject to confirmation by the Federal Agencies



DATE: February 15, 2013  
TO: STA TAC  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Members Contributions Indexing Policy and Methodology

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**Background:**

In 1996, the STA Board opted to staff the STA independently from the County of Solano. As part of this action, all eight member agencies agreed to annually provide gas tax and Transportation Development Act (TDA) funds to help fund STA's operations. These funds combined with federal transportation planning funds provided by MTC, funded STA's operations prior to 2000. Between 2000 and 2004, the STA annually requested from each member agency an allocation of gas tax and TDA based on the proposed expenditures for that year.

In January 2004, the STA Board adopted a policy to index 2.1% of the total Gas Tax subvention available to the county (Attachments A and B). Although the total contribution is based on the gas tax received by the county member agencies, STA does not actually receive Gas Tax. The member agencies are invoiced for the contribution and provide the contribution through any eligible source, including Gas Tax; however, STA does not require any member agency to use gas tax funds for the contribution.

This revenue source provides the core funding for STA's operations. These operations include administrative staff services, office space cost, general liability insurance, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

**Discussion:**

In March 2005, a memo was issued to record the methodology to calculate the annual Transportation Development Act (TDA) and Member Contributions, previously known as Gas Tax contribution as a result of the indexing policy approval (Attachment C). This methodology has been used and followed since the approval of the policy for the annual billing of the TDA and Members Contribution to member agencies, and is presented to the Technical Advisory Council (TAC) and the STA Board as part of the annual budget process.

Based on a request from the City of Fairfield, the approved Indexing Policy has been agendized at the February TAC meeting to discuss the policy (Attachment D).

**Fiscal Impact:**

None

**Recommendation:**

Informational.

Attachments:

- A. Indexing Policy approved by the STA Board January 2004
- B. Minutes of the STA Board meeting in January 2004
- C. Memo for the Methodology to Compute TDA and Gas Tax Contributions from Member Agencies
- D. City of Fairfield Letter dated January 31, 2013

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*Agenda Item VIII.A  
January 14, 2004*



DATE: January 5, 2004  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Indexing of Future STA Gas Tax Contributions And TDA Claim

**Background:**

Each year, the STA provides estimated contributions from local gas tax subventions and Transportation Development Act (TDA) funds for each agency. Historically, the STA has increased its claims by 3% to 5% per year to cover cost of living adjustments and to reflect additional transportation responsibilities assumed by the STA. Informally, this has been indexed to the Consumer Price Index rate for the Bay Area and estimated contributions from the member agencies are calculated based on population shares using the most recent California Department of Finance population estimates. In FY 2002/03, the STA adopted the same budget totals for gas tax and TDA to be claimed in FY 2001/02 (allowing for no cost of living increase). The STA took this action based on the uncertainties of the gas tax and TDA fund revenues being available for the next two-year period.

The funding provided by the gas tax and TDA revenues claimed by the STA have historically funded the STA's core operations. This has included staff, benefits, services and supplies, and the major portions of strategic planning and project development (formally called priority projects). These two revenue sources, combined with annual congestion management agency funds (federal STP) provided by the Metropolitan Transportation Commission (MTC), have provided the core funding for the STA since its separation from the County of Solano in 1996.

In preparing the STA's FY 2003/04 budget, staff reviewed all of its traditional and non-traditional funding sources for the purpose of developing a budget that covers the costs for the STA's core operating (staff, benefits, and service and supplies), strategic planning, project development and specific program areas (i.e., transit and SNCI). Based on this review and assessment, staff identified several issues to address pertaining to balancing and stabilizing STA's annual operating revenues and expenditures:

1. The STA's transit and SNCI programs and operating costs are covered through specific funds sources or grants (such as regional rideshare, TFCA or STAF funds).
2. Strategic Planning and Project Development, and related staffing and management costs, have grown significantly since FY 2000.
3. The STA's traditional revenues (gas tax, TDA, CMP) no longer cover expenditures for Strategic Planning, Project Development or Administrative support staff.
4. Other fund sources are used to meet STA's overall operating budget requirements, particularly Strategic Planning and Project Development.

The percentage of the STA's annual budget covered by the gas tax and TDA funds claimed has decreased from 90.3% in FY 98-99 to 42.85% in FY 2002-03. Since FY 99/00, the STA's number of priority projects has grown significantly (See attachment A) and the Strategic Planning and Project Development programs have expanded to manage and deliver these projects, plans and programs. This has included adding one Administrative Assistant position to support both Strategic Planning and Project Development and converting two intern positions to full-time (Associate Planner and Projects Assistant). Concurrently, the STA's costs for medical benefits, worker compensation, and retirement increased by 17% in FY 03-04 and the overall costs for legal services, rent and insurance have increased as the STA's workload has increased. In order to provide adequate revenue options to cover the costs for Strategic Planning, Project Development, Administrative support, and other increased operating costs, staff has recommended five revenue options and two actions, designed to keep future expenditures within the limits of available future resources, be implemented as part of the FY 04/05 budget. The recommended revenue options include the following:

1. Indexing of gas tax and TDA contributions to actual revenues.
2. Continuing to dedicate STIP PPM funds (1%) for Project Development and Strategic Planning.
3. As part of future STIP cycles, continue to swap STIP/STP funds to support Project Development and Strategic Planning for priority projects.
4. Dedicate a share of STAF and Regional Paratransit (TDA swap) to support transit coordination and transit planning activities.
5. Utilize the Cost Allocation Plan (CAP) rate to ensure cost sharing in federal/state grants for project administration.

The specific actions to manage expenditures include the sizing (reducing) of specific expenditures/programs/plans to available revenues, and reviewing and prioritizing Priority Projects to adjust for delays in funding of regional, state and federal funds.

#### GAS TAX

The STA has historically claimed gas tax on an annual basis in line with the Bay Area CPI index. During the timeframe of FY 98-99 through FY 02-03, gas tax revenues in Solano County have increased an average of 2.5 % per year. As a percentage of the aggregate total of gas tax revenues for Solano County, the STA has claimed a low of 2.039% (FY 98-99) and high of 2.137% (FY 01-02).

#### TDA

The STA has also claimed TDA on an annual basis in a similar manner as for gas tax. From FY 98-99 to FY 02-03, Solano County's collective TDA revenues have experienced an average of 9% growth per year. As a percentage of the aggregate total of TDA revenues for Solano County, the STA share has declined from 2.87% in FY 98-99 to 2.125% in FY 02-03.

The attached table (attachment B) provides historical data for Solano County's aggregate amounts of gas tax and TDA revenues and the amounts of gas tax and TDA claimed by the STA. The top sections highlight the amount of gas and TDA revenues available to the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo for FY 98-99 through FY 02-03.

### **Discussion:**

Based on discussions with the STA Board's Executive Committee and the desire to maintain the STA's momentum and resources in the areas of Strategic Planning and Project Development, staff is recommending the STA index future gas tax and TDA claims, beginning in FY 04-05, based on actual revenues generated by the fund source rather than the Bay Area CPI index. Indexing these funding sources will enable the STA to better plan for and project its two-year budget, forecast longer range revenues and expenditures, and result in the STA sharing in a consistent percentage of the increases or decreases of these actual revenues, rather than the CPI index that may or may not be consistent with the amount of revenues available to local jurisdictions. Based on the tracking of the past five years of both gas tax and TDA revenues, staff recommends indexing the amount of annual gas tax claimed at a rate of 2.1% of the aggregate Solano County total. This will result in a total of \$293,066 being claimed in FY 04-05, a modest increase of \$5,746 (2%) over FY 03-04. Staff recommends indexing the annual TDA claimed at a rate of 2.7% of the aggregate Solano County total. This will result in a total TDA claim of \$380,052, an increase of \$15,805 (4.4%) over FY 03-04. This \$15,805 increase is 2.7% of the estimated \$585,384 of additional TDA funds estimated to be available to Solano County's eight jurisdictions in FY 04-05. This proposed indexing policy would result in the STA claiming a slightly lesser rate of gas tax, but a higher rate of TDA funds than the current process of basing the claims on the Bay Area CPI Index. Attachment C highlights the amounts to be claimed by STA from its jurisdiction and the increased amount of TDA revenues projected to be available to each jurisdiction in FY 04-05.

On December 3<sup>rd</sup>, the Executive Committee requested staff agendaize this topic as an information item for Board information to provide an opportunity for recently appointed Board Members to be briefed on the topic and to identify any concerns from individual Board Members. At the meeting, STA Chair Jim Spering informed the Board that the Executive Committee was supportive of recommending the STA Board adopt a policy for indexing future gas tax and TDA claims and that this item would be scheduled for Board action at the meeting of January 14, 2004. Board Member Len Augustine requested that the item also be reagendaized for discussion at the STA TAC.

### **STA TAC DISCUSSION**

At their meeting of December 22<sup>nd</sup>, the STA TAC voted to table action on this item at the request of the City of Vacaville's representative Dale Pfeiffer, who was unable to attend the meeting. A special meeting of the STA TAC was held on January 5<sup>th</sup> at 2:30 p.m. At the meeting, the City of Vacaville's representative noted his general support of the STA's staff and the agency performance, but indicated his opposition to indexing. Two primary concerns expressed were, that given the volatility of the state budget and the potential budget impacts on cities and counties, the STA should have to demonstrate their budget needs on an annual basis and the TAC's annual review of the gas tax and TDA claims was the TAC's only opportunity for review of the annual budget. Several members noted that the timing was bad due to the state budget crisis and that in future years they could consider supporting the indexing policy. The City of Fairfield's representative, Morrie Barr, expressed his support for the STA's efforts; the amount of time and cost saving the STA's activities saved cities, and noted his support for the indexing policy. Solano County's representative, Charlie Jones, inquired about why the index rate for TDA was higher than for gas tax. STA staff commented that the 2.7 indexing was within the range of percentages that the STA had received in past years, that the recent increases of TDA revenues received by cities and counties had exceeded increases for gas tax, and that staff was cognizant that gas tax revenues were more flexible and thus had more value to cities and

counties. The TAC voted 6 to 1 (the City of Fairfield voted no and Suisun City's representative was absent) to recommend to the STA Board that the STA maintain the existing practice of adopting its annual gas tax and TDA claims on a year to year basis and that the STA continue to agendize requests for gas tax and TDA contributions annually for review and approval by the TAC prior to consideration by the Board.

#### STA BOARD EXECUTIVE COMMITTEE

On January 7, 2004, the Executive Committee met to review and discuss items scheduled to be agendized on the January 14<sup>th</sup> Board meeting. Staff informed the committee of the TAC's recommendation. After some discussion, the Executive Committee members in attendance (Chair Jim Spering, Vice-Chair Mary Ann Courville, and Board Member John Silva) directed staff to place the item on the agenda as an action for Board consideration with the Executive Committee's recommendation of support. At the request of the Executive Committee, staff will provide copies to the Board of the STA's five-year revenue projections that have been developed in preparation of the FY 2004/05 budget.

#### **Fiscal Impact:**

Solano County's revenues for both gas tax and TDA are projected to increase in FY 04-05 and in future years. Indexing STA's future claims of gas tax (2.1%) and TDA (2.7%) will result in an increase of STA revenues based upon the actual revenue for that given fiscal year if both revenue sources increase as projected. For FY 04-05, this would be \$293,066 for gas tax and \$380,052 for TDA. If the policy is not adopted, the amount claimed would be determined by separate Board action, following review by the TAC, on an annual basis.

#### **Recommendation:**

Approve the following recommendations:

1. Adopt a policy of the STA Board indexing the STA's annual gas tax and TDA claim at the index rate of 2.1% of the aggregate Solano County total for gas tax and 2.7% of the aggregate Solano County total for TDA beginning in FY 04-05.
2. Approve the FY 04/05 Gas Tax Contribution and TDA Claim Estimates as specified in attachment C and authorize the Executive Director to forward to STA's Member Agencies.

- Attachments:
- A. STA's Priority Projects/Work Plan for FY 03-04
  - B. STA Gas Tax and TDA Contributions from Member Agencies – Historical, Current and Proposed
  - C. Estimated Gas Tax and TDA for Member Agencies and STA

## VIII. ACTION ITEMS: FINANCIAL

### A. Indexing of Future Gas Tax and TDA Contributions

Daryl Halls indicated that based on the Board's directive to develop a five year budget, expenditure and revenue projections, and deliver multi-year priority projects, a policy of indexing future gas tax and TDA claims based on actual revenues generated by the fund source is recommended by the Executive Committee. He provided an update on the development of 5-year budget projections and the TAC suggestion to keep current policy in place.

#### **Board Comments:**

Chair Spering requested an annual review of the claims and a review of the indexing policy in two years.

Member Augustine reviewed the history of TDA contributions from 1998-2002 and requested a cap on annual increases of 2%.

Chair Spering suggested a review by the board if a large revenue increase is projected for the budget.

Dale Pfeiffer (City of Vacaville's TAC member) noted TDA funds are received locally and requested the use of budget projections in lieu of indexing due to the uncertainty of annual percentage increases.

Daryl Halls noted this proposed indexing policy would enable the STA to plan for and project its two-year budget, forecast longer-range revenues and expenditures, and allow STA to share in a consistent percentage of increases or decreases of these revenues.

Chair Spering stated indexing of future Gas Tax and TDA contributions will provide STA a stable funding source.

Member MacMillan indicated support of the indexing of Gas Tax and TDA contributions and the annual increase/decrease to member cities. She stated that member cities and the county have made a commitment to the STA and the STA in turn has committed to obtaining additional funding. She recommended a system of checks and balances be in place.

Chair Spering stated a cap on annual increases could be used to trigger a review by the Board.

Member Courville offered support of indexing because it allows stability to project a budget with the flexibility to review annually.

Member Silva expressed support for indexing to provide STA a stable funding source and to provide planning stability. He stated history revealed income fluctuated by double digits during the 1998-2002 periods. Member Silva recommended moving forward with a provision for annual review at budget time.

Member Augustine expressed concern that timing for Gas Tax and TDA indexing is not prudent because it takes money from cities and does not provide realistic projections.

Member Coglianese provided support for the indexing, because the STA was leveraging other funds. She stated the compromise to have annual reviews seems to handle all concerns and the TAC should alert its Board representative when prudent.

Member Messina stated he is conceptually comfortable with indexing of Gas Tax and TDA funds and stated the concept of annual review provides a fail-safe method of checks and balances

Member Intintoli clarified that the issue being discussed by the Board differed from the one presented by TAC members at the December TAC meeting and that he was supportive of indexing with annual reviews.

Morrie Barr (City of Fairfield's TAC member) stated staff has been very effective in seeking additional funding for member cities and the county. He expressed support for indexing and an annual return of the process for TAC review and input.

Recommendation: Approve the following recommendations:

1. Adopt a policy of the STA Board indexing the STA's annual gas tax and TDA claim at the index rate of 2.1% of the aggregate Solano County total for gas tax and 2.7% of the aggregate Solano County total for TDA beginning in FY 04-05.
2. Approve the FY 04-05 Gas Tax Contribution and TDA Claim Estimates as specified in Attachment C and authorize the Executive Director to forward to STA's Member Agencies.
3. Adopt a policy for annual review of STA's gas tax and TDA claims by the TAC and Board.

On a motion by Member Courville, and a second by Member Silva, the staff recommendation was approved unanimously with the amendment for annual review by the STA TAC and Board.

**B. Initiation of Transportation Expenditure Plan Process**

Daryl Halls reviewed the 2002 Board decision to develop the Solano Transportation Improvement Authority (STIA) and approval of the expenditure plan for Measure E, which was a proposal to raise the county

March 15, 2005

MEMO FOR RECORD

**RE: Methodology to Compute TDA and Gas Tax Contributions from Member Agencies**

Transportation Development Act (TDA) Contributions

In January 2004, the STA Board adopted a policy to provide STA 2.7% of the total TDA available to the county for the Operations of STA. The amount of the contribution and the distribution by agency is computed as follows:

- In late February each year, MTC provides a Fund Estimate for TDA funds for the subsequent fiscal year. This Fund Estimate (see attachment A) provides the Total TDA estimated to come to the county and the total amount for each agency. From the Total amount of TDA, MTC deducts their Planning and Administrative charges and the TDA Article 3 (Bicycle) amounts.
- The remaining amount is distributed to the agencies in the county based on population. The STA total TDA contribution is based on the Total TDA; the amount each member agency contributes is based upon their Proportion of the amounts provided to the agencies. See the table below for FY 2005-06.

Total TDA for FY 2005-06	TDA Contribution for STA Operations	Total Contribution by Member Agencies	
<b>\$14,939,970</b>	2.7%	\$403,379	
AGENCY	FY 2005-06 TDA Revenue Estimate	Proportion (%) of TDA to Member Agencies	Member Agency Contribution to STA (% x \$403,379)
Benicia	911,108	0.065	26,220
Dixon	551,726	0.039	15,732
Fairfield	3,495,954	0.249	100,441
Rio Vista	211,748	0.015	6,051
Suisun City	924,606	0.066	26,623
Vacaville	3,209,124	0.228	91,970
Vallejo	4,086,487	0.291	117,383
Solano County	664,771	0.047	18,959
	<b>\$14,055,524</b>	1.000	403,379

- Because the Fund Estimate released by MTC in February is only an estimate, the TDA contribution to STA is recomputed the following February when the revised estimate is released. This revised Fund Estimate provides a more accurate amount of TDA for the current Fiscal Year. The difference in the recomputed amount of contribution versus what was claimed for the Fiscal Year, whether positive or negative, is included in the TDA Contribution amount for the subsequent fiscal year. See Attachment B for this computation.

- The TDA Contributions are presented to the STA TAC and STA Board as part of the annual Budget process.

Gas Tax Contributions

In January 2004, the STA Board adopted a policy to provide STA 2.1% of the total Gas Tax subvention available to the county for the Operations of STA. Although the total contribution is based on the gas tax received by the county agencies, STA does not receive gas tax. The member agencies are invoiced for the contribution and provide the contribution through any eligible source, including Gas Tax; however, STA cannot require any member agency to use gas tax funds for the contribution according to a State audit of one of the member agencies. The amount of the contribution and the distribution by agency is computed as follows:

- In February each year, actual Gas Tax revenue received by member agencies for the previous Calendar Year is downloaded from the State Comptroller’s website ([California State Controller's Office - Monthly Highway Users Tax Report](#)). The amounts are prepared in tabular form (see Attachment C).
- The STA total gas contribution is based on the Total gas tax received for the previous calendar year as an estimate for the subsequent fiscal year.
- The amount each member agency contributes is based upon Population, not on their proportion of gas tax received. Because the TDA is distributed based on population, the gas tax contribution for member agencies uses the same percentages as the TDA contributions. See the table below for FY 2005-06.

Total Gas Tax Received in CY 2004 – Estimate for FY 2005-06	Gas Tax Contribution for STA Operations	Total Contribution by Member Agencies	
\$13,882,829	2.1%	\$291,539	
AGENCY		Proportion (%) of TDA to Member Agencies – Also used for Gas Tax	Member Agency Contribution to STA (% x \$291,539)
Benicia		0.065	<b>18,950</b>
Dixon		0.039	<b>11,370</b>
Fairfield		0.249	<b>72,593</b>
Rio Vista		0.015	<b>4,373</b>
Suisun City		0.066	<b>19,242</b>
Vacaville		0.228	<b>66,471</b>
Vallejo		0.291	<b>84,838</b>
Solano County		0.047	<b>13,702</b>
		1.000	<b>\$291,539</b>

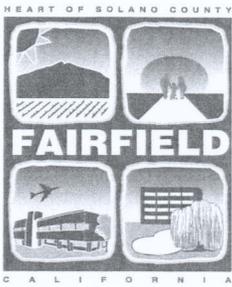
- Because the subsequent fiscal year estimate is based on the previous calendar year, the Gas Tax contribution to STA is recomputed the following February when the most recent calendar year data is available. This revised estimate based

on the most recent calendar year provides a more accurate amount of estimated gas tax for the current Fiscal Year. The difference in the recomputed amount of contribution versus what was claimed for the Fiscal Year, whether positive or negative, is included in the gas Tax Contribution amount for the subsequent fiscal year. See Attachment D for this computation.

- The Gas Tax Contributions are presented to the STA TAC and STA Board as part of the annual Budget process.

#### Attachments

- A. TDA Fund Estimate from MTC
- B. TDA Computations
- C. Gas Tax Receipts for Previous Calendar Year
- D. Gas Tax Computations
- E. Staff Report w/o some attachments (included above)



# CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

## PUBLIC WORKS DEPARTMENT

January 31, 2013

RECEIVED

FEB - 1 2013

SOLANO TRANSPORTATION  
AUTHORITY

Mr. Daryl Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585-2473

Re: City of Fairfield Member Contribution for FY 2012-13

Dear Mr. Halls,

The purpose of this letter is to let you know that we are processing payment for Fairfield's 2012/13 STA Member Contribution. I apologize for the significant delay in processing this payment. As you are aware, City staff has worked with STA staff over the past several months to attempt to resolve this issue.

After reviewing the supporting information provided by your staff, we are now able to understand how these member contributions were calculated. However, we note that the "2.1%" gas tax member contribution for the City of Fairfield is being billed in an amount that is approximately 3.6% of the City's gas tax revenue. While I do not have the personal history associated with this item, I would guess that our being charged in excess of the 2.1% stems from a misunderstanding of how gas taxes are allocated to local agencies that appears to date back a considerable amount of time.

In approving this (then) controversial item in 2004, the Board adopted a policy where the STA's claims for Gas Tax and TDA to local agencies would be reviewed annually by the TAC. In light of this review policy and the changes to local agency funding that have occurred since 2004, I am requesting that you agendize this issue for discussion at the upcoming February TAC meeting to help ensure you and the member agencies have reliable budget data for the upcoming fiscal year.

If you have any questions or wish to discuss this matter further, please don't hesitate to call me at 707-428-7493. Thank you Daryl.

Sincerely,

GEORGE R. HICKS,  
Director of Public Works

c: Sean P. Quinn, City Manager, Fairfield  
Steven L. Hartwig, Assistant Director of Public Works/City Engineer, Fairfield  
Janet Adams, Deputy Executive Director/Director of Projects, STA

### COUNCIL

Mayor  
Harry T. Price  
707.428.7395

Vice-Mayor  
Rick Vaccaro  
707.429.6298

Councilmembers  
707.429.6298

Pam Bertani

Catherine Moy

John Mraz

•••

City Manager  
Sean P. Quinn  
707.428.7400

•••

City Attorney  
Gregory W. Stepanicich  
707.428.7419

•••

City Clerk  
Jeanette Bellinder  
707.428.7384

•••

City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7496

### DEPARTMENTS

Administrative Services  
707.428.7394

•••

Community Development  
707.428.7461

•••

Community Resources  
707.428.7465

•••

Fire  
707.428.7375

•••

Police  
707.428.7362

•••

Public Works  
707.428.7485



DATE: February 19, 2013  
 TO: STA TAC  
 FROM: Sara Woo, Associate Planner  
 RE: Summary of Other Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
5.	Bicycle Transportation Account 2013-14*	<b>~\$7.2M</b> (FY 2012-13 estimate)	Announcement Anticipated February 27, 2013
<b>Federal</b>			
6.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	<b>\$13 Million</b>	Due by March 11, 2013
7.	Federal Transit Authority (FTA) Section 5311, Rural Transit* (Solano Apportionment based on MTC Resolution 4048 Revised February 13, 2013)	<b>\$25.1 Million statewide</b> <b>\$2.034899 District 4</b> <b>\$486,924 Solano</b>	Justification due to STA: January 19, 2013 Application Due to Caltrans: April 15, 2013
8.	Federal Transit Authority (FTA) Section 5311(f), Intercity Bus Program*	<b>\$3.6 Million</b>	Application due to Caltrans: April 30, 2013
9.	YSAQMD Clean Air Fund (CAF) Grant*	<b>\$290,000</b>	Due March 22, 2013
10.	Hybrid Truck and Bus Voucher Incentive Program (HVIP)*	<b>\$10 Million</b>	Due March 22, 2013
11.	Community-based Transportation Grant*	<b>\$3 Million</b>	Due by April 2, 2013
12.	Environmental Justice Transportation Planning Grant*	<b>\$3 Million</b>	Due by April 2, 2013
13.	Partnership Planning Grant*	<b>\$1.2 Million</b>	Due by April 2, 2013
14.	Transit Planning Grant*	<b>\$1.5 Million</b>	Due by April 2, 2013
15.	FTA Section 5316, Job Access Reverse Commute Grant*	<b>\$1.88 Million</b>	Due by April 19, 2013
16.	FTA Section 5317, New Freedom Grant*	<b>\$1.43 Million</b>	Due by April 19, 2013

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

<sup>1</sup> Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor  STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

\*\*STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or [swoo@sta-snci.com](mailto:swoo@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report

<sup>1</sup> Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

State Grants						
Bicycle Transportation Account 2013-14	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 <a href="mailto:sylvia.fung@dot.ca.gov">sylvia.fung@dot.ca.gov</a>	Announcement Anticipated February 27, 2013	Approx. <b>\$7.2M</b> Statewide; 10 percent local match	The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the <a href="#">Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act</a> , projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with <a href="#">SHC Section 891.2</a> . The BTP must be approved by the local agency's Regional Transportation Planning Agency.  <a href="http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACaIIForProjects.htm">http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACaIIForProjects.htm</a>	N/A	<p>Eligible Projects: Projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:</p> <ul style="list-style-type: none"> <li>• New bikeways serving major transportation corridors</li> <li>• New bikeways removing travel barriers to potential bicycle commuters</li> <li>• Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings</li> <li>• Bicycle-carrying facilities on public transit vehicles</li> <li>• Installation of traffic control devices to improve the safety and efficiency of bicycle travel</li> <li>• Elimination of hazardous conditions on existing bikeways</li> <li>• Planning</li> <li>• Improvement and maintenance of bikeways</li> <li>• Project planning</li> <li>• Preliminary engineering</li> <li>• Final design</li> <li>• Right of way acquisition</li> <li>• Construction engineering</li> <li>• Construction and/or rehabilitation</li> </ul> <p>Consideration shall be given to the relative cost effectiveness of proposed projects</p>
Federal Grants						

<b>FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*</b>	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Due March 11, 2013 To STA and MTC	Approx. <b>\$13 Million</b>	Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. <a href="http://www.mtc.ca.gov/funding/FTA/5310.htm">http://www.mtc.ca.gov/funding/FTA/5310.htm</a>	N/A	Eligible Projects: Equipment - accessible vans and buses, mobile radios and communication equipment, and computer hardware and software Service - services provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.
<b>FTA Section 5311, Rural Transit*</b>	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>  Mercy Lam Caltrans (510) 286-5520 <a href="mailto:Mercy_Lam@dot.ca.gov">Mercy_Lam@dot.ca.gov</a>	Justification due to STA: January 19, 2013  Application Due to Caltrans: April 15, 2013	Approx. <b>\$25.1 Million statewide</b>  <b>\$2,034,899 District 4</b>  <b>\$486,924 Solano</b>	Section 5311 is a non-urbanized area formula funding program authorized by 49 United States Code (U.S.C) Section 5311. This federal grant program provides funding for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census. FTA apportions funds to governors of each State annually. <a href="http://www.dot.ca.gov/hq/MassTrans/5311.html">http://www.dot.ca.gov/hq/MassTrans/5311.html</a>	Transit Operators	Eligible Projects: Rural Transit service.
<b>FTA Section 5311(f), Intercity Bus Program*</b>	Ronaldo Hu Caltrans (916) 657-3955 <a href="mailto:Ronaldo_Hu@dot.ca.gov">Ronaldo_Hu@dot.ca.gov</a>	Application Due to Caltrans: April 30, 2013	Approx. <b>\$3.6 Million</b>	The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services. <a href="http://www.dot.ca.gov/hq/MassTrans/5311.html">http://www.dot.ca.gov/hq/MassTrans/5311.html</a>	Transit Operators	Eligible Projects: Intercity Bus service.
<b>YSAQMD Clean Air Fund (CAF) Grant*</b>	Jim Antone YSAQMD (530) 757-3653 <a href="mailto:jantone@ysaqmd.org">yantone@ysaqmd.org</a>	Due March 22, 2013	Approx. <b>\$290,000</b>	Yolo-Solano AQMD's <b>Clean Air Funds Program</b> has allowed private business, non-profit organizations and public agencies to apply for grants for projects designed to reduce emissions from motor vehicles. <a href="http://www.ysaqmd.org/clean-air-funds.php">http://www.ysaqmd.org/clean-air-funds.php</a>	Cities and County in the Yolo-Solano Air Basin	Eligible Projects: Projects awarded Clean Air Funds include replacing or retrofitting diesel trucks and off-road equipment that do not qualify for other regional programs, new electric vehicles, construction of pedestrian and bicycle facilities, transit projects and public information and education programs.
<b>Hybrid Truck and Bus Voucher Incentive Program (HVIP)*</b>	Jim Antone YSAQMD (530) 757-3653 <a href="mailto:jantone@ysaqmd.org">yantone@ysaqmd.org</a>	Due March 22, 2013	Approx. <b>\$10 Million</b>	The HVIP program purpose is to provide funds to help cover a portion of the incremental cost for the purchase of new medium- and heavy- duty hybrid and battery-electric trucks. Hybrid trucks can accrue substantial savings from reduced fuel costs over the vehicle life. Depending on the application and duty cycle, hybrid trucks can improve fuel efficiency between 20-50%. <a href="http://www.ysaqmd.org/clean-air-funds.php">http://www.ysaqmd.org/clean-air-funds.php</a>	Cities and County in the Yolo-Solano Air Basin	Eligible Projects: Purchase of new medium- and heavy- duty hybrid and battery-electric trucks.
<b>Community-Based Transportation Grant*</b>	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 <a href="mailto:c_edward_philpot@dot.ca.gov">c_edward_philpot@dot.ca.gov</a>	Due April 2, 2013	Approx. <b>\$3Million</b>  Grant Cap \$300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety. <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>	N/A	Complete street studies or plans. Smart growth planning studies. Bike and pedestrian safety enhancement studies or plans. Traffic calming and safety enhancement studies or plans. Rural smart growth studies or plans.

<b>Environmental Justice Transportation Planning Grant*</b>	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 <a href="mailto:c_edward_philpot@dot.ca.gov">c_edward_philpot@dot.ca.gov</a>	Due April 2, 2013	Approx. <b>\$3Million</b>  Grant Cap \$250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.  <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>	N/A	Advances a community's effort to reduce greenhouse gases Assist transportation agencies in creating sustainable communities Advances a community's effort to address the impacts of climate change and sea level rise
<b>Partnership Planning Grant*</b>	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 <a href="mailto:dara_wheeler@dot.ca.gov">dara_wheeler@dot.ca.gov</a>	Due April 2, 2013	Approx. <b>\$1.2Million</b>  Grant Cap \$300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans.  <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>	N/A	Statewide or urban transit planning studies Rural or small urban transit planning studies Transit planning student internships
<b>Transit Planning Grant*</b>	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 <a href="mailto:dara_wheeler@dot.ca.gov">dara_wheeler@dot.ca.gov</a>	Due April 2, 2013	Approx. <b>\$1.5Million</b>  Grant Cap \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion.  <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>	N/A	Short-range transit development plans Transit marketing plans Site selection studies Transit service implementation plans Ridership surveys Social service improvement studies
<b>FTA Section 5316, Job Access Reverse Commute (JARC) Grant*</b>	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 <a href="mailto:scott_sauer@dot.ca.gov">scott_sauer@dot.ca.gov</a>	Due April 19, 2013	Approx. <b>\$1.88 Million</b>	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.  <a href="http://www.dot.ca.gov/hq/MassTrans/5316.html">http://www.dot.ca.gov/hq/MassTrans/5316.html</a>	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
<b>FTA Section 5317, New Freedom Grant*</b>	Scott Sauer, California Department of Transportation (Caltrans) (916) 657-3863 <a href="mailto:scott_sauer@dot.ca.gov">scott_sauer@dot.ca.gov</a>	Due April 19, 2013	Approx. <b>\$1.43 Million</b>	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.  <a href="http://www.dot.ca.gov/hq/MassTrans/5317.html">http://www.dot.ca.gov/hq/MassTrans/5317.html</a>	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).



**STA Board Meeting Highlights  
6:00 p.m., Regular Meeting  
Wednesday, February 13, 2013**

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TO: City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
FROM: Johanna Masielat, STA Clerk of the Board  
RE: Summary of Actions of the February 13, 2013 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of February 13, 2013. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

Steve Hardy, Chair	City of Vacaville
Osby Davis, Vice-Chair	City of Vallejo
Jack Batchelor	City of Dixon
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Jim Spering	County of Solano

**BOARD MEMBERS ABSENT:**

None.

**SWEARING-IN OF NEW STA BOARD MEMBER/BOARD ALTERNATES**

- **Dane Besneatte**  
Alternate Board Member representing the City of Dixon
- **Constance Boulware**  
Alternate Board Member representing the City of Rio Vista
- **Erin Hannigan**  
Alternate Board Member representing the County of Solano
- **Dilenna Harris**  
Alternate Board Member representing the City of Vacaville
- **Hermie Sunga**  
Alternate Board Member representing the City of Vallejo

## ACTION – FINANCIAL ITEMS

- A. **This item was tabled until a future meeting of the STA Board.**  
**Authorize Implementation of a Regional Measure 2 (RM 2) Project Implementation and Funding Strategy with the City of Vallejo for Vallejo Station, Curtola Park and Ride, and I-80 Express Lanes Projects**

## ACTION – NON-FINANCIAL ITEMS

- A. **Legislative Update**

Recommendation:

Adopt the following positions on legislative bills:

1. SCA 4 (Liu) – Support
2. SCA 8 (Corbett) - Support

On a motion by Board Member Patterson, and a second by Board Member Spring, the STA Board unanimously approved the recommendation.

- B. **Status of State Route (SR) 12 East Safety Project**

Recommendation:

Approve the following:

1. Authorize the Chair to forward a letter to the CTC supporting approval of the ***Caltrans Right of Necessity (RON) for the SR 12 East Safety Project to move forward***; and
2. ~~Authorize the STA to work with Caltrans, the City of Rio Vista and the County of Solano to identify a viable solution to the access and safety issues that have been identified. Ask the CTC to direct Caltrans to work with the property owner and Solano County to resolve the issues raised by the property owner.~~

**Public Comment:**

Mr. Robert Cattey, Rio Vista property owner, addressed the STA Board with ongoing concerns regarding Caltrans' final resolution/position on constructing a left turn pocket on SR 12 at Cattey Lane and potential flooding in the area.

On a motion by Board Member Spring, and a second by Board Member Richardson, the STA Board approved the recommendation as amended shown above in ~~strikethrough~~ ***bold italics***.

- C. **OneBayArea Grant (OBAG) Candidate Projects Assessment and Funding Eligibility**

Recommendation:

Approve the OneBayArea Grant (OBAG) Candidate Projects Assessment results as shown in Attachment E.

On a motion by Board Member Spring, and a second by Vice-Chair Davis, the STA Board unanimously approved the recommendation.

**D. Discussion of Agenda Topics for STA Board Retreat/Workshop**

Recommendation:

Approve the following:

1. Schedule a special STA Board Retreat for March 13, 2013 at 12 noon to 5:00 p.m.; and
2. Request STA staff develop a draft meeting agenda for consideration by the STA Board at the meeting of February 13, 2013.

By consensus, the STA Board approved the recommendation.

**CONSENT CALENDARS**

On a motion by Vice Chair Hardy, and a second by Board Member Price, the STA Board approved Consent Calendar Items A through H.

**A. Minutes of the STA Board Meeting of January 9, 2013**

Recommendation:

Approve STA Board Meeting Minutes of January 9, 2013.

**B. Minutes of the STA Board Special Meeting of January 30, 2013**

Recommendation:

Approve STA Board Meeting Minutes of January 30, 2013.

**C. Draft Minutes of the TAC Meeting of January 30, 2013**

Recommendation:

Approve Draft TAC Meeting Minutes of January 30, 2013.

**D. Fiscal Year (FY) 2012-13 Second Quarter Budget Report**

Recommendation:

Receive and file.

**E. Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses**

Approve the following:

1. Allocation of \$2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of \$581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress;
2. Designate two (2) SolanoExpress buses to Fairfield and Suisun Transit (FAST);
3. Designate one (1) SolanoExpress bus to Solano County Transit (SolTrans); and
4. Specify three (3) SolanoExpress buses for services on Routes, 30, 78, or 90 per agreement between STA and FAST and STA and SolTrans.

**F. Dixon West B Street Pedestrian Undercrossing Construction Advertisement**

Recommendation:

Approve the following authorizing the Executive Director to:

1. Advertise the project for construction, once the final funding authorization is obtained from Caltrans; and
2. Award the construction contract to the lowest responsive bidder contingent on the bids being within the authorized funding limit.

**G. Status of Marketing Plan for SolanoExpress and SNCI Program**

Recommendation:

Authorize the STA Board Chair to appoint a SolanoExpress Marketing Sub-Committee.

**H. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section**

Recommendation:

Approve the Federal Section 5311 Allocation for Solano County for FY 2012-13 as shown in Attachment B.

**COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:**

**A. MTC Report:**

Board Member and MTC Commissioner Spering reported that at an earlier meeting, the Bay Area Toll Authority (BATA) Oversight Committee approved MTC staff's recommendation to amend the composition of the Bay Area Infrastructure Financing Authority (BAIFA) governing board and MTC and BAIFA enter into an agreement through which MTC would allow BAIFA to assume MTC's responsibility for the development, operation and financing of the 270-mile Network addressed in the 2011 CTC action. He added that MTC staff will seek approval in March.

**B. Caltrans Report**

None presented.

**C. STA Reports:**

1. **Presentation: I-80/I-680/SR 12 Interchange Project presented by Janet Adams**
  1. **SR 12 Jameson Canyon**
  2. **Cordelia Truck Scales**
  3. **I-80/I-680/SR 12**
2. **Directors Report**
  1. **Planning**
  2. **Projects**
  3. **Transit/Rideshare**

**INFORMATIONAL**

**A. Senate Bill (SB) 1339 – Regional Commuter Benefit**

**B. Status of Priority Development Area (PDA) Assessments and Investment Strategy**

**C. Development of Solano County Priority Conservation Areas (PCA) Pilot and Investment Strategy**

**D. Solano County Annual Pothole Report Development Update**

**E. Proposed Solano Community College Transportation Fee Program**

**F. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Priority Projects Review**

**G. Funding Opportunities Summary**

**H. STA Board and Advisory Committee Meeting Schedule  
for Calendar Year 2013**

**BOARD MEMBER COMMENTS**

**ADJOURNMENT**

The meeting was adjourned at 7:40 p.m.

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DATE: February 20, 2013  
TO: STA TAC  
FROM: Johanna Masiolat, Clerk of the Board  
RE: Draft Meeting Minutes for STA Advisory Committees

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Attached is the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

- A. Draft Paratransit Coordinating Council (PCC) Meeting Minutes of January 17, 2013

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**PCC**  
**SOLANO PARATRANSIT COORDINATING COUNCIL**  
**AGENDA**  
**Draft Minutes for the meeting of**  
**January 17, 2013**

**I. CALL TO ORDER**

PCC Chair Alicia Roundtree, called the meeting to order at 1:09 p.m. in the Council Chambers of the Suisun City Hall.

**Voting Members Present: *In Alphabetical Order by Last Name***

Richard Burnett	MTC PAC Representative
Rachel Ford	Solano County Health and Social Services
Kyrre Helmersen	Transit User
Alicia Roundtree	Chair, Social Service Provider
Edith Thomas	Social Service Provider (left the meeting at 2:00 p.m.)
James Williams	Member at Large

**Voting Members Not Present: *In Alphabetical Order by Last Name***

Judy Nash	Public Agency – Education
Shannon Nelson	Vice-Chair, Member at Large
Kurt Wellner	Transit User

**Also Present: *In Alphabetical Order by Last Name***

Angel Anderson	SolTrans
Sheila Jones	STA
Sorel Klein	STA
Johanne Lopez	Rio Vista Resident
Cindy Muckensturm	City of Dixon/Dixon Readi-Ride
Liz Niedziela	STA
Sofia Recalde	STA
Elizabeth Richards	Elizabeth Richards Consulting
Sam Shelton	STA
Elizabeth Stayner	MV Transit
Debbie Whitbeck	City of Fairfield/FAST

**II. APPROVAL OF AGENDA**

***On a motion by Richard Burnett and a second by Rachel Ford, the PCC unanimously approved the January 17, 2013 Agenda.***

**III. OPPORTUNITY FOR PUBLIC COMMENT**

Johanne Lopez, a Rio Vista resident announced that she was accepted to the Taxi Scrip Program which has become beneficial to her transit needs. She stated that it took her an hour to get to the meeting.

#### **IV. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL**

Sam Shelton provided a brief summary of the One Bay Area Grant (OBAG) priority project assessment components. He stated that the Technical Advisory Committee will meet in February to assess the projects and criteria. He noted that a funding strategy to include all funding resources related to selected projects will be circulated.

Liz Niedziela and Alicia Roundtree provided a memorial tribute to Shirley Stacy.

Liz Niedziela proposed on behalf of the Rio Vista Delta Breeze to consider adding a meeting location in Rio Vista and this action item to be listed on the next PCC agenda.

By consensus of the PCC Committee action on this item will be taken on March 21, 2013.

By consensus of the PCC Committee action on adding a meeting location in Dixon will also be taken on March 21, 2013.

#### **V. PRESENTATIONS (2)**

(1) Elizabeth Richards provided a presentation on the Solano Mobility Management Plan. She stated that the plan was introduced in September 2012. Since that time, STA Staff and the Innovative Paradigms consultants have gathered input from the STA Board and other committees on implementation of the four potential components of the program. She stated that all groups showed general support of the Countywide ADA Eligibility process and to also move forward with the travel training program. She announced that a draft report is in progress and will be distributed shortly. (Attachment A)

Sofia Recalde stated that STA Staff is currently working with the Transit Operators to finalize the elements of the (RFP) Request for Proposal for the ADA Eligibility process which will be sent out next week.

Johanne Lopez asked if an increase in the taxi scrip was in the near future.

Debbie Whitbeck responded that the price will remain the same until June 30, 2013 until further notice.

Edith Thomas commented that the Department of Mental Health and the North Bay Regional Center have been working together on a community effort to provide sensitivity training on how to work with people with physical and/or developmental disabilities on public transportation.

(2) Sorel Klein provided a presentation on Solano Napa Commuter Information (SNCI). He described the program and summarized the contents in the SNCI informational packet. He stated that SNCI's Mission is to reduce congestion and improve mobility by helping individuals in the area to find alternatives to driving. (Attachment B). He stated that the SNCI department responded to 3,000 information calls, 275 internet requests/inquiries and provided 40,000 brochures last year. He highlighted the Bike to Work Day and Solano Commute Challenge campaigns, farmers markets and other events. (Attachment B)

Alicia Roundtree asked for clarification on incentives for employers.

Sorel Klein responded that companies with 100 or more employees and 50 or more employees are given incentives for find alternate transportation to work. He noted that commuter tax benefits and subsidizing transit and vanpools are other incentives that are provided to employers.

James Williams asked if the SNCI (800) telephone number is automated or a live system and also asked about the average time response about the Emergency Ride Home program for rides.

Sorel Klein responded that a live person answers the phones and the average time for response for rides is within 30 minutes of the call.

Liz Niedziela added that by calling 511 you are transferred to Solano Napa Commuter Information. She announced that STA Staff has been riding the intercity routes to familiarize themselves in order to inform passengers more efficiently.

Edith Thomas recommended that TTY/California Relay be made available for the hard of hearing and verbal impediment users.

## **VI. CONSENT CALENDAR**

*On a motion by James Williams and second by Rachel Ford, the PCC approved Consent Calendar Item A, Minutes of the PCC Meeting of November 15, 2012.*

## **VII. ACTION ITEMS**

### **A. FTA Section 5310 Program Call for Projects and Sub-Committee Recommendation**

#### Recommendation:

*Appoint Edith Thomas, Richard Burnett, and Jim Williams to the FTA Section 5310 scoring sub-committee.*

Sofia Recalde provided background on the FTA Section 5310 Program Call for Projects and Sub-Committee Recommendation. She stated that at the November PCC meeting Chair Roundtree appointed a sub-committee to score the 5310 applications the subcommittee includes James Williams, Richard Burnett and Edith Thomas.

Liz Niedziela stated that a quick workshop may be scheduled contingent to the number of applications that are submitted on March 11<sup>th</sup> to the STA and the Metropolitan Transportation Commission (MTC).

Kyrre Helmersen asked to be involved on the sub-committee to become familiar with the process.

*On a motion by Rachel Ford and a second by James Williams, the PCC unanimously approved the recommendation w.*

## **VIII. INFORMATIONAL ITEMS**

### **A. FTA Section 5316 & 5317 Programs Call for Projects**

Sofia Recalde provided an overview of the FTA Section 5316 & 5317 Programs Call for Projects. She defined that 5316 is the Job Access and Reverse Commute (JARC). She stated that the purpose 5316 is to improve access to transportation services for welfare recipients and low-income individuals in order to improve access to employment activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. She stated that the estimated available funding is 1.88 million for the JARC cycle. She outlined the program fact sheet with the committee.

She defined the 5317 as the New Freedom program. She stated that the purpose of the New Freedom Program is to provide additional tools to overcome existing barriers facing Americans with disabilities who seek integration into the work force and full participation in society. She stated that the estimated available funding for New Freedom is 1.33 million. She outlined the program fact sheet with the committee. She announced that grant applications for both programs are due to Caltrans on April 19, 2013.

### **B. Companion Pass Policy**

Sofia Recalde provided an overview of the Companion Pass Policy. She stated that at the November meeting, a discussion emerged about companion pass policies for people who travel with passengers who are eligible for Americans with Disabilities Act (ADA) services. The PCC requested that STA Staff research the issue and present the findings at the next PCC meeting. Sofia stated that she is currently working with the transit operators to find out what their PCA and companion policies are. She will present the findings at the March PCC meeting.

Alicia Roundtree commented that the bus drivers attend the PCC meetings for public feedback and interaction purposes.

### **C. PCC Membership Status and Appointments**

Sofia Recalde provided an update on the PCC membership status and appointments. The STA Board approved the PCC's recommendation to reappoint both Richard Burnett and James Williams on December 12, 2012 for three additional years. She concluded that currently, there are vacancies for one (1) Transit User and one (1) vacancy for a Social Service Provider.

### **D. Solano Transportation Authority's (STA) Transit Studies**

Liz Niedziela provided an overview of the STA transit studies. She stated that STA has several transit studies that are a part of the STA Board's adopted Overall Work Plan for Fiscal Year 2012-13 and 2013-14. She noted that these plans and studies are intertwined with each other and will provide relevant information to the Alternative Fuel Study and the Public Private Partnerships (P3) at Transit Facilities Study. She announced that the Transit Sustainability study is scheduled to be finalized in February and presented to the STA Board in March.

Richard Burnett expressed the importance of filling transit gaps in route services between Fairfield and Rio Vista.

## **IX. INFORMATIONAL ITEMS (No Discussion)**

### **A. 2013 PCC Meetings and Locations**

## **X. TRANSIT OPERATOR UPDATES**

Dixon Rendi-Ride: Cindy Muckensturm provided a summary of their midyear report. She reported that paratransit rides have declined due to decreased riders and the Taxi Scrip program but general ridership has increased by 500. She announced that paratransit rides are provided in two mini vans with built in ramps and 3 person rear seat benches for 5\$ each way. The personal care assistants ride free. She stated that a 24 hours advance notice is required and the majority of the rides are scheduled to Davis. Otherwise they use the taxi scrip program.

Fairfield and Suisun Transit: Debbie Whitbeck announced that the new service changes have been working great. She noted that she will not have new service ridership numbers until end of January but will provide them to the PCC committee in March.

Rio Vista Delta Breeze: Liz Niedziela provided an overview of the monthly summary report for fiscal year 2012-13. She noted that in 5 months of service they had and total of 5,000 riders. She highlighted the new Volunteer Driver Program service that the City of Rio provides vehicles to volunteers to take Rio Vista residents where they need to go.

SolTrans: Angel Anderson announced that they are transitioning into a brand new recording system which will provide better ridership numbers once completed. She noted that the “10\$ off” monthly promotion wrapped up on December 28<sup>th</sup> and went well. She announced route 78 changes in February.

Vacaville City Coach: Not present.

**XI. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS**

**XII. ADJOURNMENT**

The meeting adjourned at 2:53 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m. on Thursday, March 21, 2013 at the Solano Community College, Bldg. 800, Room 804 located at 4000 Suisun Valley Rd., Fairfield, CA 94534.**

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DATE: February 20, 2013  
TO: STA TAC  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

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**Background:**

Attached is the STA Board and Advisory Committee Meeting Schedule for the Calendar Year 2013 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for the Calendar Year 2013



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2013**

(Last Updated: January 17, 2013)

<b>SUMMARY:</b>	
STA Board:	Meets 2 <sup>nd</sup> Wednesday of Every Month
Consortium	Meets the day before the TAC Every Month
TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 <sup>st</sup> Thursday of every <i>Odd</i> Month
PAC:	Meets 3 <sup>rd</sup> Thursday of every <i>Even</i> Month
PCC:	Meets 3 <sup>rd</sup> Thursday of every <i>Odd</i> Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun Council Chambers	Confirmed
Thurs., January 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Tues., January 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., January 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Cancelled
Wed., February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., February 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., February 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 13	12:00 Noon	STA Board Retreat	TBD	Confirmed
Wed., March 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., March 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Tues., March 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., April 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Tues., May 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
No Meeting in July	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 14	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., August 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
No Meeting in October	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 <sup>th</sup> Annual Awards	TBD – Dixon	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Tues., November 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative